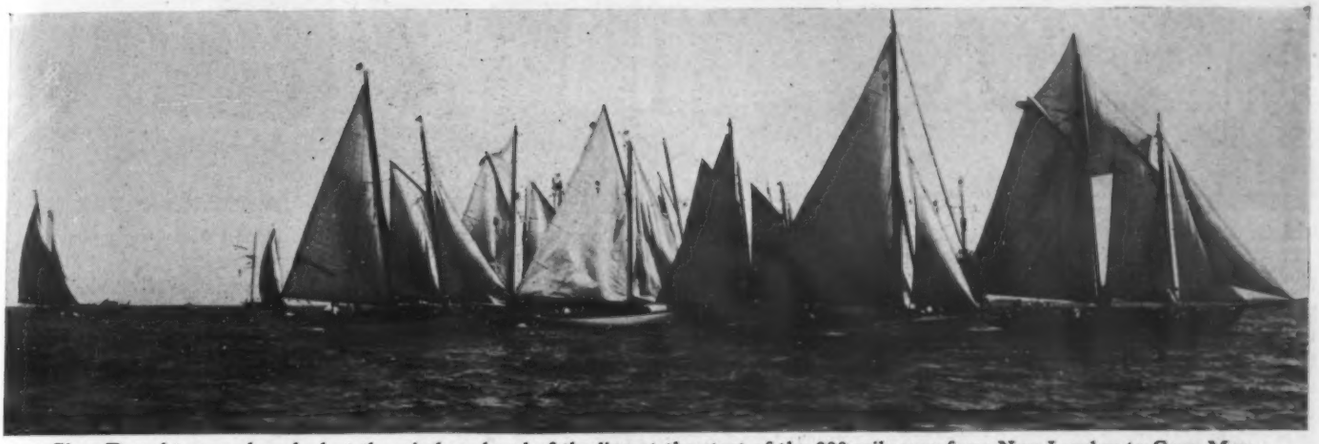
YACHTING

VOLUME XLII
NUMBER II

AUGUST, 1927

35 Cents a Copy
$4.00 a Year



Class B yachts were bunched at the windward end of the line at the start of the 220-mile race from New London to Cape May.

The New London-Cape May Race of the Corinthian Yacht Club

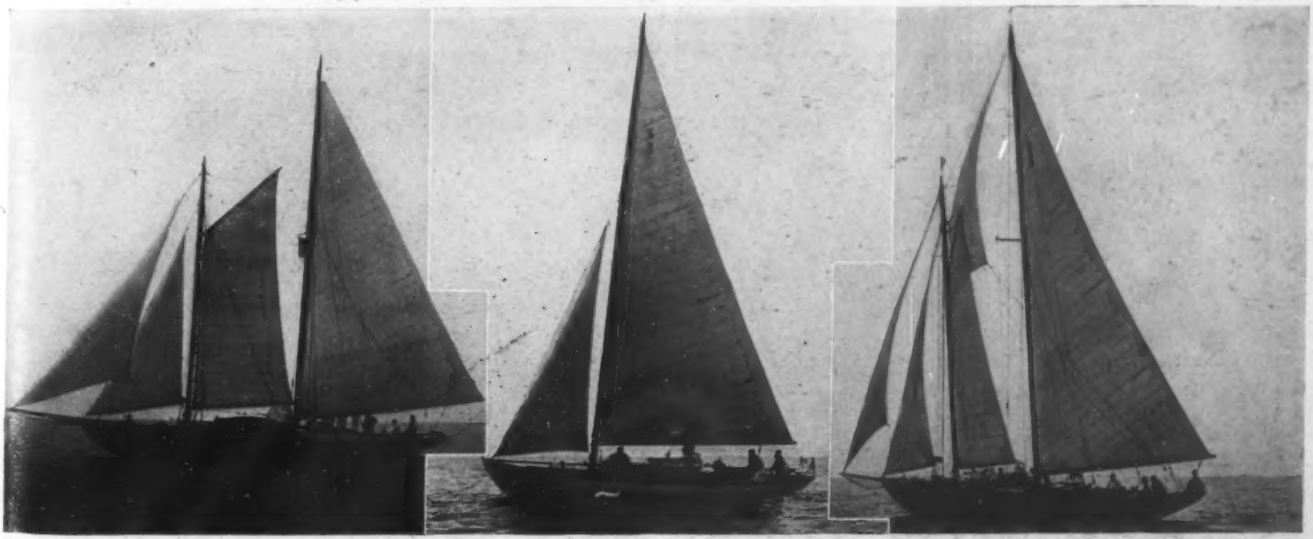
A Fleet of 26 Yachts Sails Long Course in Fast Time

By HERBERT L. STONE

THE memory of the 220-mile Cape May Race that will remain longest with most of us is of that last night's sail on the wings of a hard, cold, black nor'wester, with all hands driving hard for the finish and hanging on to all they could stagger under as the yachts fought for their heads in a heavy quartering sea, while inshore a long blur of lights marked the low-lying Jersey beach. Here and there a flash light would momentarily spot out a white sail as some anxious skipper would throw its beam on his straining canvas, revealing the presence of competitors close at hand, urging to renewed effort.

At last, somewhere around two o'clock in the morning, a group of lights ahead gradually took shape, the colored vertical hoist on the committee boat told that the end was in sight, and then a sharply focused beam from the destroyer's searchlight flashed across the tumbling seas to a heaving bell buoy, marking the finish line for which all were aiming.

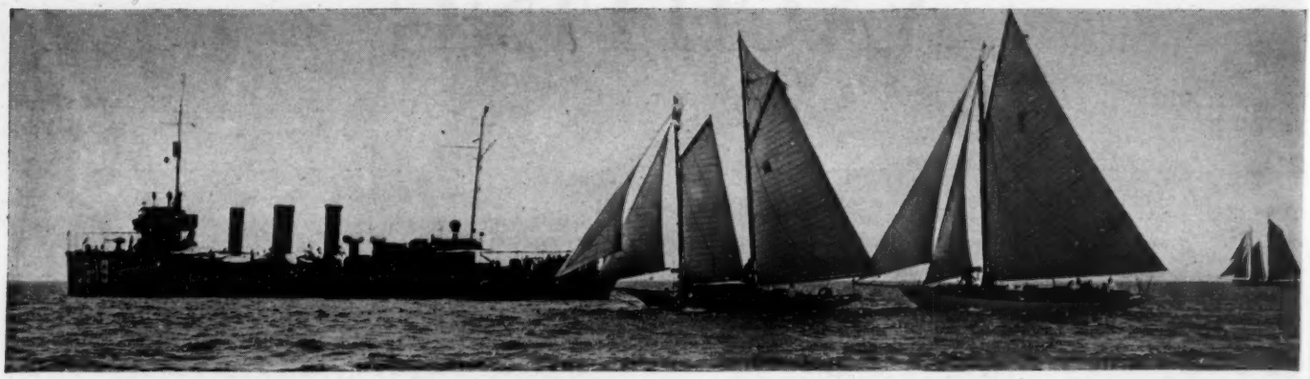
Suddenly a white flare was reflected from a sail above it as the first yacht tore down on this narrow beam of light, followed by a colored Coston distinguishing light, and the sloop *Butterfly*, first of the 26 boats that had started from New London in the first ocean race of the Corinthian Yacht Club in many years, flashed across



Edward Crabbe's *"Windjammer,"* winner of the Brooklyn Challenge Cup.

The winner of the long race, C. W. Atwater's little *"Duckling."*

Teal, R. Graham Biglow, winner Class A.



The Coast Guard Destroyer *Terry*, which carried the Race Committee to Cape May. Schooner *Camilla* and sloop *Azor* before the start.

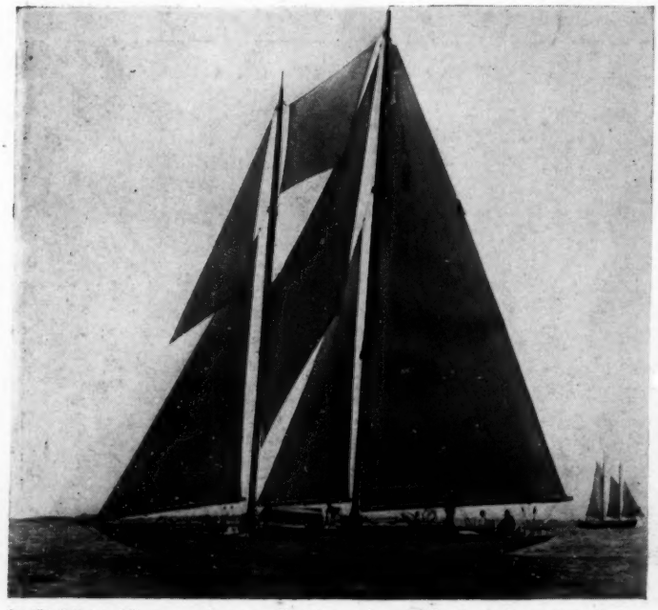
the searchlight's beam while her tired crew proceeded to get off some of her overworked cotton. She had hardly finished and got snugged down to easy sail when another flare told of another yacht's approach, and here came the schooner *Windjammer*, finding her weather at last, carrying balloon canvas and doing close to ten knots. She made a stirring picture as she tore through the beam of the searchlight marking the finish. Hard on her heels came the gallant *Teal*, her crew showing her no mercy, and well within her time on the other yachts in her class. Then in close order, so close in fact that the flares were going almost continuously, came the sloop *Azor*, the new *Malabar VIII*, *Blue Water*, the little *Alert* and the *Yankee Girl*, only some 25 minutes separating the five.

Shortly after dawn broke a little jib-headed sail was seen driving in from the northeast, smothered with every stitch that would draw, and wet from stem to stern, holding straight for the finish. Those who knew her recognized Charlie Atwater's *Duckling*, smallest boat in the fleet, and pencils began busily figuring to see how close she came to her allowance. Close it was going to be, and many of those ahead of her who had figured for a chance to win had heart failure as she ate up those last few miles of water. The sun was just lifting above the horizon as she flashed across the line and began to take off sail, and the committee's figures showed she had saved her time on every one who had finished before, but by the narrowest of margins, only a matter of 3 minutes and 24 seconds on *Butterfly*, and 4 minutes and 29 seconds on *Alert*. She had sailed a great race, from start to finish. Never did her crew let up on her, and wet or dry, it was all the same to them as long as she was kept moving towards the goal.

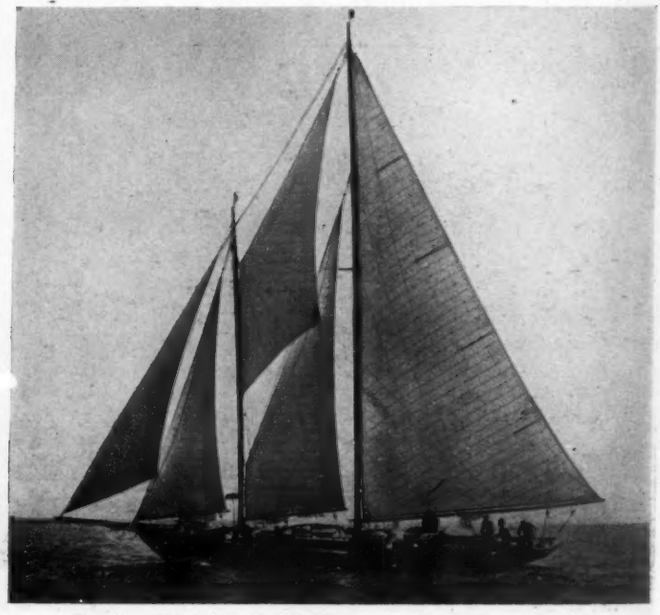
That, boys, to begin at the wrong end, is the story of the finish of one of the most closely fought and interesting ocean races ever sailed in coastwise waters. There were other boats that finished — in fact, they straggled in for the next 24 hours — but the winners were all decided with the arrival of *Duckling*, who not only took the fleet prize, but first prize in her class, B. R. Graham Biglow's *Teal*, sailed by Sam Wetherill, took the first prize in Class A by the comfortable margin of some 20 minutes from John Alden's latest *Malabar*, No. 8 of the series, with Edward Crabbe's *Windjammer* third. "Stuyve" Wainwright's *Butterfly*, sailed by Walter Sullivan, a veteran ocean racer, was second in Class B, but 65 seconds ahead of Dudley F. Wolfe's *Alert*, on which the writer sailed.

Windjammer won the Brooklyn Challenge Cup against a fleet of six yachts, the Cape May Race counting as the second leg of this event, the first being from New Rochelle to New London, and the total distance 299 miles. Only one yacht qualified for Class C, the *Sea Hawk*, owned by Raymond P. Morse, and she took the prize for that division.

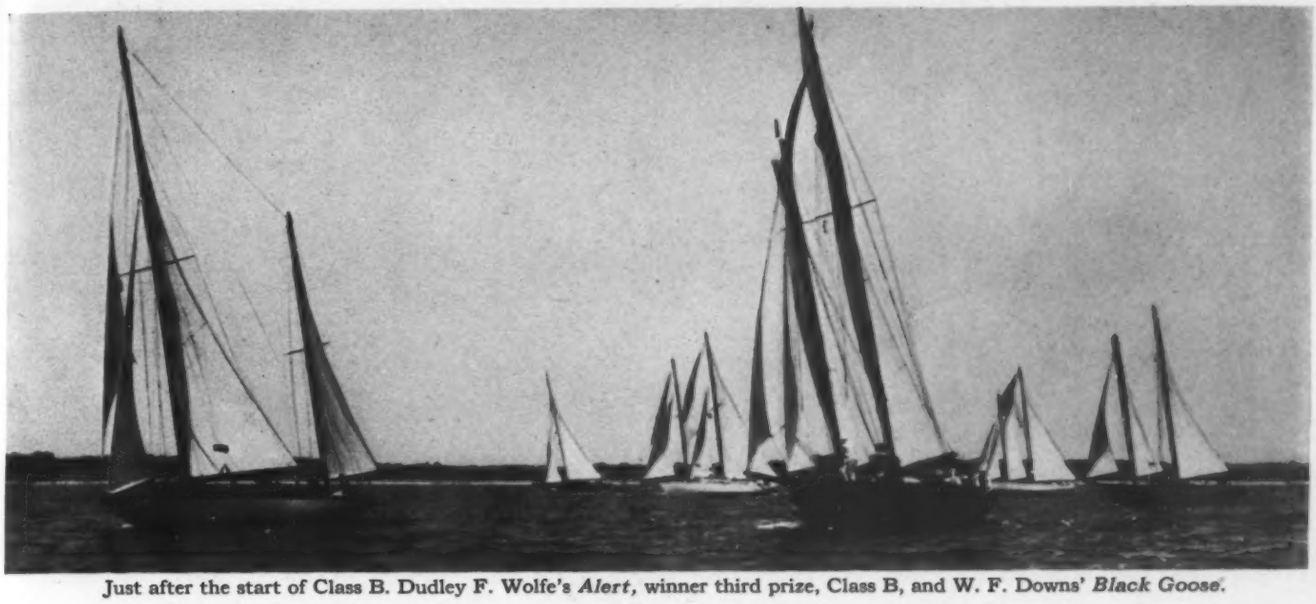
To go back now to the start, let's see what happened along the 220 long, wet miles and note how the race was sailed.



R. B. Metcalf's new schooner *Sachem* showed flashes of speed at times.



Yankee Girl, Dr. G. W. Warren, with her staysail rig.



Just after the start of Class B. Dudley F. Wolfe's *Alert*, winner third prize, Class B, and W. F. Downs' *Black Goose*.

It was a fine fleet for an ocean race that was anchored in New London that morning of June 25th. The Race Committee of the Corinthian Yacht Club had inspected the 26 yachts and sealed engines where necessary. A nice little breeze from SSE was blowing into the mouth of the Thames and everything was set for the start at noon. The ten boats of Class A were sent away at 11:55, *Teal* getting away first and crossing close to the Committee boat on the starboard tack. Class B was sent away five

Stuyvesant Wainwright's *Butterfly*, first to finish and winner second prize, Class B.

minutes later, the 15 boats being mostly jammed at the windward end of the line so that it took some time for them to get straightened out. *Butterfly* was first over, and she, *Black Goose* and *Alert*, which were clear of the bunch and going fast, soon opened up a lead.

There was only an hour or so of ebb tide left to carry the yachts through the Race, and once outside the tide

(*Continued on page 86*)

THE SUMMARY

Class	Yacht and Owner	Rating	Time Elapsed	Time Corrected	Positions All Classes	Class A	Class B	Class C
B	*Duckling* C. W. Atwater	41:14	40:09:05	34:27:41	1	..	1	..
B	*Butterfly* S. Wainwright	51:70	37:34:05	34:31:05	2	..	2	..
B	*Alert* D. F. Wolfe	47:20	38:42:40	34:32:10	3	..	3	..
B	*Azor* C. A. Marsland	50:56	38:26:06	35:06:00	4	..	4	..
A	*Teal* R. G. Biglow	52:53	38:10:24	35:19:51	5	1	..	..
A	*Malabar VIII* J. G. Alden	52:63	38:29:33	35:40:30	6	2	..	..
B	*Yankee Girl* G. W. Warren	51:06	38:55:10	35:42:34	7	..	5	..
A	*Windjammer* Edw. Crabbe	55:76	38:01:41	35:59:35	8	3	..	..
A	*Blue Water* J. R. Miller	54:29	38:46:50	36:22:41	9	4	..	..
B	*Black Goose* W. F. Downs	51:25	39:37:18	36:27:33	10	..	6	..
B	*Heart's Desire* G. Willard	40:90	42:50:10	37:05:10	11	..	7	..
B	*Northern Light* E. P. Bullard	44:10	42:14:25	37:17:25	12	..	8	..
A	*Seven Bells* T. F. Cooke	54:39	40:33:07	39:10:28	13	5	..	..
B	*Carmita* Hall and Elliott	38:98	44:37:10	38:23:22	14	..	9	..
C	*Sea Hawk* R. P. Morse	51:98	43:21:28	40:22:40	15	..	..	1
A	*Sachem* R. B. Metcalf	63:90	40:24:32	40:24:32	16	6	..	..
B	*Harlequin* G. Gallowhur	40:13	47:51:11	41:54:38	17	..	10	..
A	*Caroline* Roger Young	61:63	42:36:02	42:01:59	18	7	..	..
B	*Kissyput II* G. Keidel, Jr.	35:57	52:39:36	45:34:39	19	..	11	..
B	*Northern Light* G. G. Smith, Jr.	42:53	53:31:54	48:11:21	20	..	12	..
A	*Scimitar* G. Pulver	57:43	49:52:14	48:15:11	21	8	..	..
B	*Camilla* Otto Harbeck	39:20	67:05:00	60:54:30	22	..	13	..
A	*Quita* G. Woodward, Jr.	57:50	68:12:00	66:36:00	23	9	..	..

Crew of the winner *Duckling*, with little Miss Katharine Atwater second from right.

The start of Class A from Cape May in the race to Gibson Island, on the Chesapeake, though made in a light breeze, was very close.

Malabar VIII Wins Gibson Island Race in Record Time

17 Yachts Encounter All Kinds of Going in the 270-Mile Jaunt from Cape May to the Upper Chesapeake

By SAMUEL WETHERILL

AT high noon of Wednesday, June 29th, two days after the finish of the race from New London to Cape May, seventeen yachts faced the starter off Cape May and squared away for the 270-mile trip to Gibson Island, situated on Chesapeake Bay about midway between Annapolis and Baltimore. Just 34 hours later *Malabar VIII*, the latest of John Alden's creations, dashed across the finish line in the middle of a squall, a winner in Class A, and in the combined classes, having covered the course at the remarkable rate of 7.93 knots, believed to be a record for boats of similar size over a course of equal length. The husky schooner *Blue Water*, owned and sailed by J. Rulon Miller, pushed *Malabar* hard all the way, and finished only ten minutes behind the leader. First prize in Class B went to *Alert*, ex-*Aquanno*, owned by Dudley Wolfe, while the little green-hulled schooner *Heart's Desire*, skippered by young Guthrie Willard, finished in second place.

This Gibson Island Race will go down in history as one of the closest, hardest-sailed races of recent years. For twelve hours after the start a blanket would have covered the six leading boats. After the turn at Cape Charles *Windjammer* and *Blue Water* were having a nip and tuck battle for mile after mile, while some five miles astern *Teal*, *Caroline*, *Alert* and *Seven Bells* were sailing in close formation all the way to the finish.

A light and shifty westerly air greeted the racers at the start. Class B started first with *Harlequin* having the best of it at the lee end of the line, *Alert* and *Heart's Desire* to windward, and the rest scattered. The Class A boats, starting ten minutes later, went over in a bunch, *Malabar* having the best of it at the lee end of the line, while *Teal* shot across the weather end, with five or six competitors directly under her lee.

It was a long starboard tack past the Delaware Capes and down the Virginia Coast, the boats barely able to lay their course in the moderate westerly. *Malabar* got a lead of six or eight lengths, with *Teal* just behind and a bit to weather, and *Caroline*, *Windjammer*, *Scimitar* and *Blue Water* hanging on like grim death. *Alert* kept off at least two points and worked offshore about abeam of the bunch. *Seven Bells*, *Tigress* and *Glendoveer* were gradually distanced.

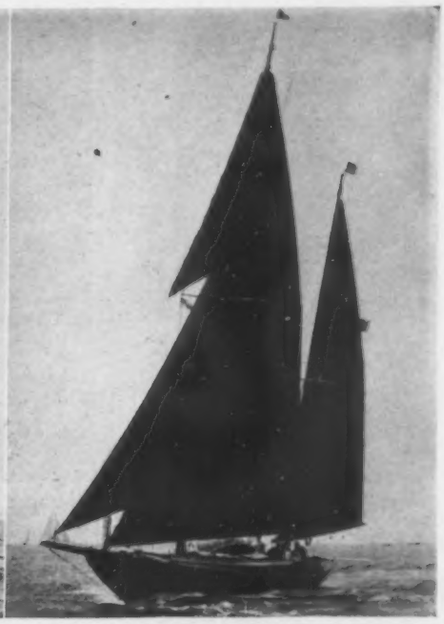
Malabar VIII, John Alden's new schooner, won the 270-mile race with the remarkable average of 7.93 knots.

Late in the afternoon the wind freshened, when *Windjammer*, *Caroline* and *Blue Water* began to show their stuff. *Windjammer*, which had been distanced in the light going, closed up the gap rapidly, passing *Blue Water*, *Scimitar* and *Teal* in succession, and challenged *Malabar*, but without success. *Caroline* then went through the fleet to leeward and worked out a small lead on *Malabar*. About nightfall the wind lightened, when *Windjammer* dropped rapidly astern, and *Caroline* did likewise.

About 10 P.M. the wind freshened and hauled to the northward, calling for slackened sheets and light canvas.

Kissyput II, a Gibson Island entry owned by H. Keidel, Jr.

Blue Water took the second prize in Class A, being close on the winner's heels.



Seven Bells, Thomas F. Cooke's interesting ketch.

Alert sharpened up and joined the leaders. Lights were showing all around, and it was a nip and tuck affair until around midnight, when a sudden shift to northeast almost caused several boats to jibe. Unable to hold a course dead before it on account of the rising, following sea all the boats jibed over and stood offshore to be good and clear of the dangerous shoals off the lower Virginia coast.

A few minutes after jibing, *Teal* ran afoul of an unlighted wire fish net, tore her mainsail, ripped off her topping lift gear and reefing tackle, and lowered her mainsail for two hours to make repairs. The fleet was now well scattered, and driving hard towards the mouth of the Chesapeake in a rising northeaster and rough, following sea.

Captain J. Rulon Miller, Jr., and the hard driving crew of *Blue Water*.

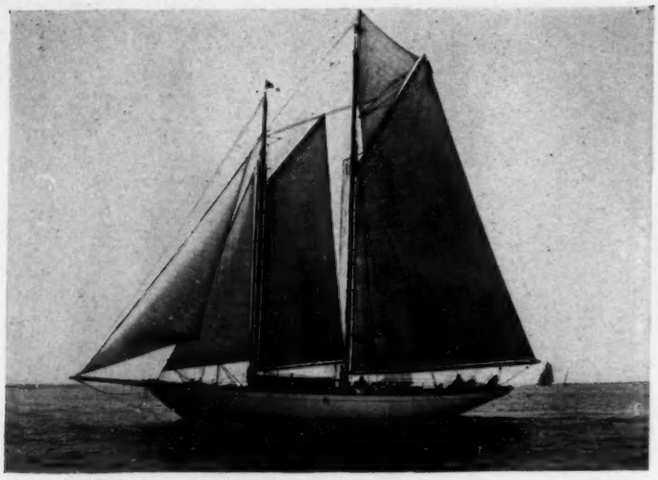
Malabar rounded the bell buoy off the Capes just as dawn broke, with a lead of a mile or two. Then came *Blue Water* and *Windjammer*, close together. The next pair was *Caroline* and *Alert*, some six or seven miles behind the leader, followed by *Seven Bells* and *Teal*. *Scimitar* was a mile behind the latter pair, but failed to follow the sailing directions, cutting the bell buoy and standing close up under Cape Charles, gaining six or seven miles, much to her owner's discomfiture when he discovered his mistake.

Black Goose rounded the bell buoy some distance behind the pack, but shortly after carried away her steering gear and worked into Norfolk.

It was a hard thrash into the teeth of a northeast wind and mean sea for several miles up the Chesapeake, but in a couple of hours the wind worked further into the eastward, sheets were eased, the sea moderated, and under light canvas, with rails under, the fleet made glorious time up the bay. *Blue Water* managed to get away from *Windjammer* after a hard battle, while *Teal* squeezed by *Seven Bells*, *Caroline* and *Alert*.

Malabar finished at 10 o'clock in the evening in the middle of a squall, with *Blue Water* 10 minutes astern, while *Windjammer* crossed an hour later. The second division was left flat becalmed for over four hours after the squall. *Caroline* carried through the squall, *Teal* lowered her damaged mainsail for a while, as did *Alert*. When a fitful breeze finally came in dead ahead, *Caroline* worked across the line over five hours behind *Malabar*. *Teal* lost out by a small margin when within a mile of the finish, *Alert* and *Seven Bells* getting the best of her in the vagrant northwest puffs.

Heart's Desire, well sailed by Guthrie Willard, took second prize in Class B.



Roger Young's *Caroline* sailed a hard race in the run to Gibson Island.

SUMMARY

Boat and Owner	Rating	Allowance	Elapsed Time	Corrected Time	Place in Class A	Place in Class B
Malabar VIII, John G. Alden	53.90	5:41:59	34:01:59	28:20:00	1	
Blue Water, J. R. Miller, Jr.	54.15	5:37:06	34:12:00	28:34:54	2	
Windjammer, Edw. Crabbe	52.35	6:13:04	35:35:00	29:21:56	3	
Alert, Dudley F. Wolfe	50.50	6:50:00	40:36:25	33:46:25		1
Teal, R. Graham Biglow	54.67	5:26:31	40:48:08	35:21:37	4	
Caroline, Roger Young	62.40	2:52:00	39:17:29	36:25:29	5	
Seven Bells, Thos. F. Cooke	58.17	4:16:32	40:46:20	36:29:48	6	
Heart's Desire, G. Willard	40.92	10:01:42	49:33:44	39:31:52		2
Sea Hawk, R. P. Morse	52.31	6:13:49	51:03:35	44:49:46	7	
Harlequin, G. Gallowhur	38.56	10:48:48	57:49:12	47:00:24		3
Tigress, S. P. Curtis	53.33	5:53:26	56:53:22	50:59:56	8	
Northern Light, G. A. Smith, Jr.	42.73	9:25:26	61:10:00	51:44:34		4
Harpoon, L. M. Balliere	36.24	11:35:12	65:50:00	54:14:48		5
Kissyput II, H. Keidel, Jr.	33.60	12:28:00	66:50:26	54:22:26		6
Glendoveer, E. L. Dinning	51.13	6:37:26	69:36:00	62:25:34	9	
Scimitar, Geo. M. Pulver	62.48	2:50:30	40:55:13	Sailed wrong course.		
Black Goose, W. F. Downes	52.96	6:00:49	Disabled			

Rating arrived at by applying beam correction and propeller allowance to over-all length. Handicap figured on 71 feet limit rating.

The Class B fleet astern struggled valiantly against calms and light head winds, and straggled over the line with large gaps between each competitor, *Heart's Desire* being second to *Alert*, some nine hours behind her class leader.

The Gibson Island Club, sponsor of the race, is to be congratulated upon its handling of the affair from start to finish. The visiting yachtsmen were royally entertained from the time they entered the pretty, sheltered harbor until they weighed anchor for their home ports. The big dinner on Saturday evening was marked by a series of neat though informal speeches, including one by Governor Ritchie, of Maryland. Many of the yachts tarried for a cruise in the upper Chesapeake, and it is certain that all hands will welcome the first opportunity to again visit the attractive waters and harbors of Chesapeake Bay, and make Gibson Island their headquarters.

Not So Many Years Ago

That Memorable Start of the New York Yacht Club Cruise from Glen Cove in 1914

By SEABURY LAWRENCE

VERY soon now, in the old anchorage at Glen Cove, where many a cruising squadron has gathered in the past, the fleet of the New York Yacht Club will assemble for the annual cruise of the club to the eastward. Not many times in recent years has Glen Cove been chosen as the rendezvous for the fleet, New London having been generally regarded as the ideal place for these ceremonies, which grow simpler as time goes on

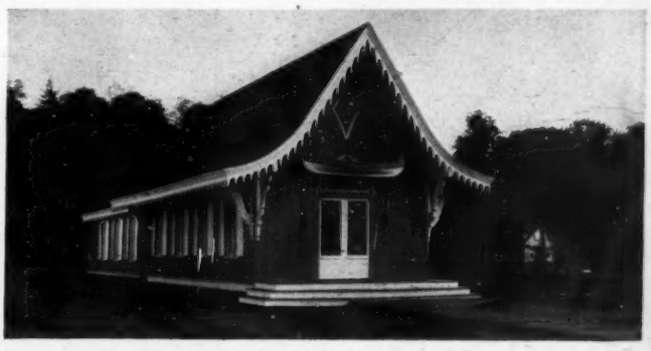
The last rendezvous at Glen Cove was in 1922, when Harold S. Vanderbilt was Commodore; but the Glen Cove rendezvous that lingers in the minds of many racing yachtsmen was that of 1914, when the annual cruise and the Great War started on the same day. It was in that fateful year, too, that the *Resolute* and *Vanitie*, then candidates for the honor of defending the America's Cup, began their marine rivalry, which is now continued with the former sloops rigged as staysail schooners.

Commodore Dallas B. Pratt, flying his flag from the fine old schooner *Sea Fox*, led the squadron out of the green-banked harbor of Glen Cove on Friday, July 31, 1914, at about the same time that the German Kaiser was starting his troops for Belgium. It was the day of the first squadron run, from Glen Cove to Smithtown Bay, and the starting line was established off Matinicock Point.

Calm prevailed on Long Island Sound, although the dreadful cauldron of a World War was beginning to boil in Europe. It will be remembered that the racing weather was of an execrable quality all through the first half of that season. The *Vanitie* and *Resolute* were always either becalmed or beset by such storms that they could not race, and the day the war started was no exception to the rule. The race began in almost a flat calm and the fleet drifted eastward like white shadows in the haze.

Full many a big yacht came out to see the squadron start — *Corsair*, *Viking*, *Vanadis*, *Narada*, *Electra*, *Aloha* and others being there. The New York Yacht Club "Fifties" had come out the year before and they were a feature of the fleet. *Acushla*, *Barbara*, *Carolina*, *Grayling*, *Iroquois*, *Samuri*, *Spartan* and *Ventura* — they made a brave show. Only a few are left now in the racing lists of this fine class.

The *Resolute* and *Vanitie*, with their towering club topsails, drifted slowly eastward, leading the picture fleet, while the Wall Street wires babbled and spluttered with the panicky news from Europe. Somehow the *Resolute*, as she always did that year, even without wind, worked



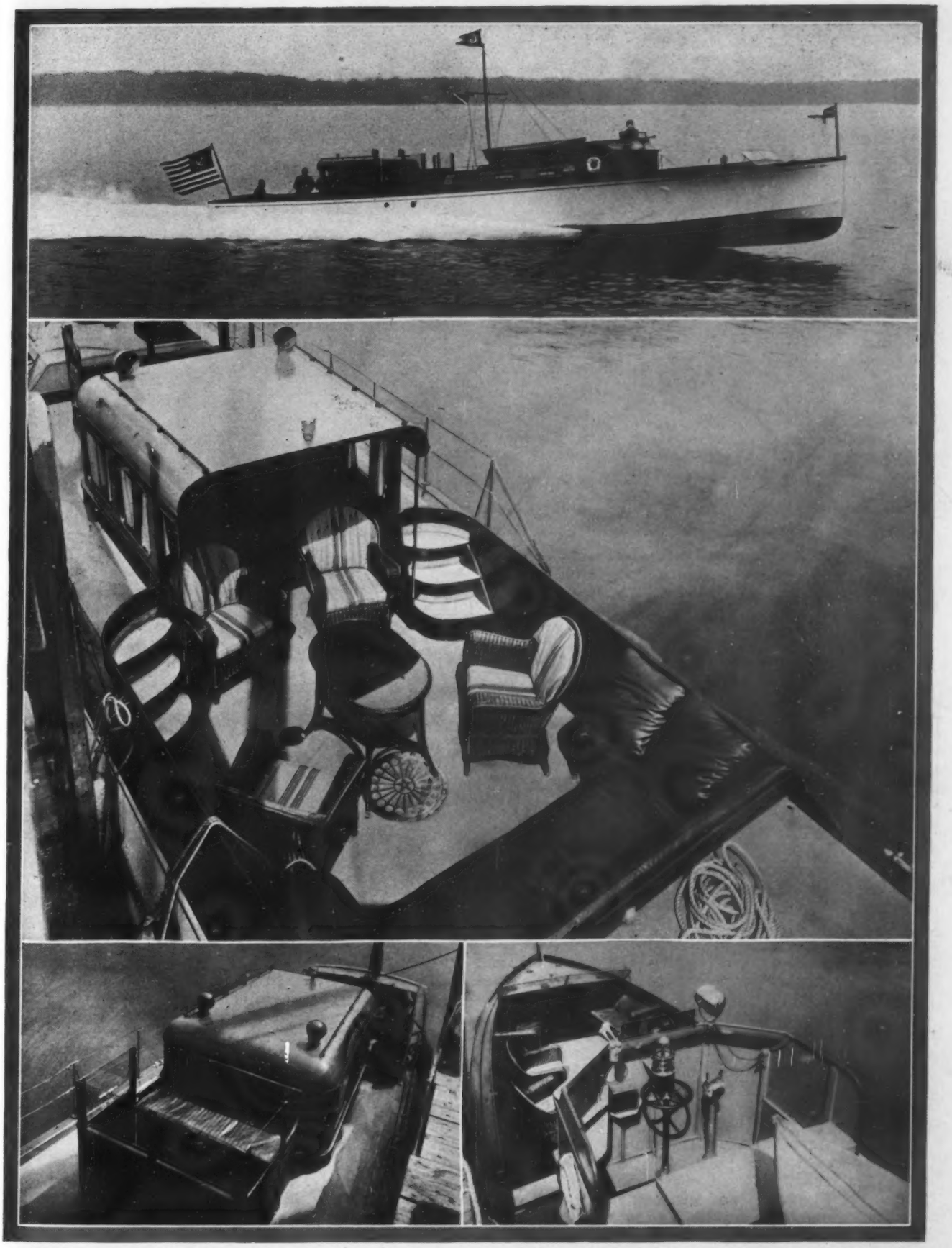
The original home of the New York Yacht Club, now the club's station at Glen Cove, off which the squadron will rendezvous August 15th.

out into a long lead over *Vanitie*, while Alexander Smith Cochran and the late "Bill" Dennis probably wondered what made the other boat go.

They finished by moonlight, off the sandy banks of Crane Neck Point, in Smithtown Bay, still fanned along

(*Continued on page 92*)

Phantom—Fastest Commuter of Her Size



Something out of the ordinary in express commuting yachts is seen in the new *Phantom*, owned by Patrick Grant, 2nd, of Philadelphia. Designed by Tams & King as a day boat of unusual speed, *Phantom* steps along at better than 38 miles an hour with a trifle of 1100 h.p. furnished by two Wright Typhoon motors. The comfortable, well-furnished cockpits and shelter cabin are shown in the reproductions above. Henry B. Nevins was the builder.

Commodore N. F. Ayer's *Lynx* did well in the squadron runs on the Eastern Yacht Club Cruise.

The Eastern's Cruise

Small Fleets and an Inclination to Race only in Light Weather Mars this Annual Event

By William Upham Swan

THE curtailment of the first series of races of the season for the larger yachts — the big staysail schooners, the Fifties and the Forties — might easily have been overlooked were it not for the fact that the several postponements and cancellations were due to an apparent astounding timidity of some of the leaders in American yachting.

When the race between the *Resolute* and *Shamrock IV*, seven years ago, was called off that memorable morning off Sandy Hook, because either the skippers or the Race Committee pictured a fresh breeze as a gale of wind, it brought down the condemnation of about every able-bodied nautical man in the country. That fiasco was still echoing down the corridors of yachting history when, on July 4, 1927, the Regatta Committee of the Eastern Yacht Club hoisted the code signal "G", not *outside* at the starting line, but in the harbor on the club house yard arm, because of too much wind, although the official record at the Weather Bureau in Boston, 15 miles away, showed a velocity of 21 miles an hour at 11 A.M., and a maximum for the day of only 27 miles. The *Vanitie* sailed a race off Newport last year in a 30-knot breeze.

The postponement was for the contest for the Puritan Cup, which was won by the famous Boston sloop of that name in a housed-topmast race off Newport 42 years before. There was no postponement that day, either asked or offered, and anyone who might have had the temerity to have suggested it would probably have been keelhauled.

When the blue and yellow pennant went up on Independence Day morning, Marblehead Harbor floated the schooners *Vanitie*, *Resolute*, *Lynx*, *Pleione*, *Queen Mab*, *Mistral*, and *Shawna*, and the sloops *Katoura*, *Carolina*, *Ibis*, *Chiora*, *Andiamo*, and *Prestige*, and the Forty-footers *Rowdy*, *Cockatoo*, *Pampero*, *Typhoon* and *Katherine*, all of which had been entered for the annual regatta of the Eastern Yacht Club, scheduled to start at 11 o'clock.

It is quite true that the *Prestige*, under a storm trysail, and the *Andiamo* with a reef tied in, slipped away about the time set for the race, but after sniffing the breeze inside, not outside, of Marblehead Rock, they scudded back to their snug berths. An hour or two later the Regatta Committee plucked up courage and established the starting line, but it was not until well along in the afternoon that the *Vanitie*, *Resolute* and *Lynx*, followed by the *Queen Mab*, *Shawna* and several of the Forties, came out for a race. By that time the breeze had dropped a bit, and the three big staysail schooners carried full sail. As a matter of fact, not one of the trio has any reef bands in her jib-header. The Fifties and the *Katoura* clung to their moorings, the excuse of the 23-meter boat being that she was not ready for racing under any conditions. The Fifties had none to offer.

The situation was somewhat mitigated by the appearance of W. A. W. Stewarts ten-meter *Cythera*, under full canvas, which she carried throughout the day.

"Don't blame us too much," said one of the skippers, rather sheepishly. "We may be, and probably are, a bunch of fair-weather yachtsmen, but we have spent a lot of money getting ready for this Eastern Cruise and none of us wants to lose his rig or risk his boat before it starts. Place some of the responsibility on these naval architects who have given us a fast boat for average Long Island Sound or Marblehead conditions only."

The series for the major yachts was planned to include

three races at Newport by the New York Yacht Club, two events off Marblehead and seven squadron runs by the Eastern Yacht Club.

The fleet at Newport was not as large as had been anticipated, but on the morning of June 27th three schooners, the *Vanitie*, *Resolute*, and *Mary Rose*, the Class M sloops *Carolina*, *Ibis*, *Spartan* and *Chiora*, the forty-footers, *Pampero*, *Typhoon* and *Marilee* and the 10-meter *Esquila*, turned up at Brenton's Reef lightship for a race in a moderate southwester to Block Island and back. The results of these races appear elsewhere in this issue.

The *Prestige*, which has been built this year to give inspiration, it is said, to the new Class M fleet of sloops designed under the Universal Rule, came down from Bristol the second day, and although not finished and not in racing trim, started against the *Chiora*, *Carolina*, *Spartan* and *Ibis*. This race was a 12½ mile close fetch to the entrance to Vineyard Sound, in a light southeast breeze, and a broad reach back.

The *Prestige* was well-berthed at the start, but despite the fact she could just make the course on a pinch, Commodore Vanderbilt elected to carry a No. 1 jibtopsail and sagged off to leeward. The *Chiora* gained the lead half a mile from the start and held it to the finish.

June 29th, the last day at Newport, broke thick and raining, with a light air from the southeast. The Race Committee was promptly at the lightship, but the big schooners, not wishing to ruin their new racing canvas, remained at anchor, and the only yachts to turn up were the *Carolina*, *Ibis*, and *Esquila*, which sailed a 25 mile course in a considerable sea and strong breeze. The *Carolina*, Commodore George Nichols, won by 5 minutes and 16 seconds from the *Ibis* and 48 minutes and 30 seconds from the *Esquila*.

As there were no entries for the annual Gold Cup race around Cape Cod, the fleet started for Marblehead in tow, via the Cape Cod canal. The *Chiora*, *Resolute* and *Typhoon* were through the canal and well across Massachusetts Bay, when a northeaster broke and held the rest of the racers at Monument Beach for three days.

Pleione, J. V. Santry's little schooner, "cleaned up" on the cruise.

Thus the first of the Marblehead series found the *Resolute* without a competitor, for although the *Lynx* was in the harbor, she was not ready for racing. The *Chiora* met the *Andiamo* in a somewhat impromptu affair and won by 27 seconds, while the *Cockatoo* took the race in the Forty-foot class.

Carolina, Commodore George Nichols' "Fifty," under her new rig.

The storm bound fleet put in an appearance on July 3rd and all hands prepared for a grand contest for the Puritan Cup the next day. Then someone stepped on it, and things began to happen, or not, as you see fit to look at it. Anyway, they stayed close to their moorings, and looked anxiously at the scudding clouds. Then the "G" pennant went up, much to the relief of not a few.

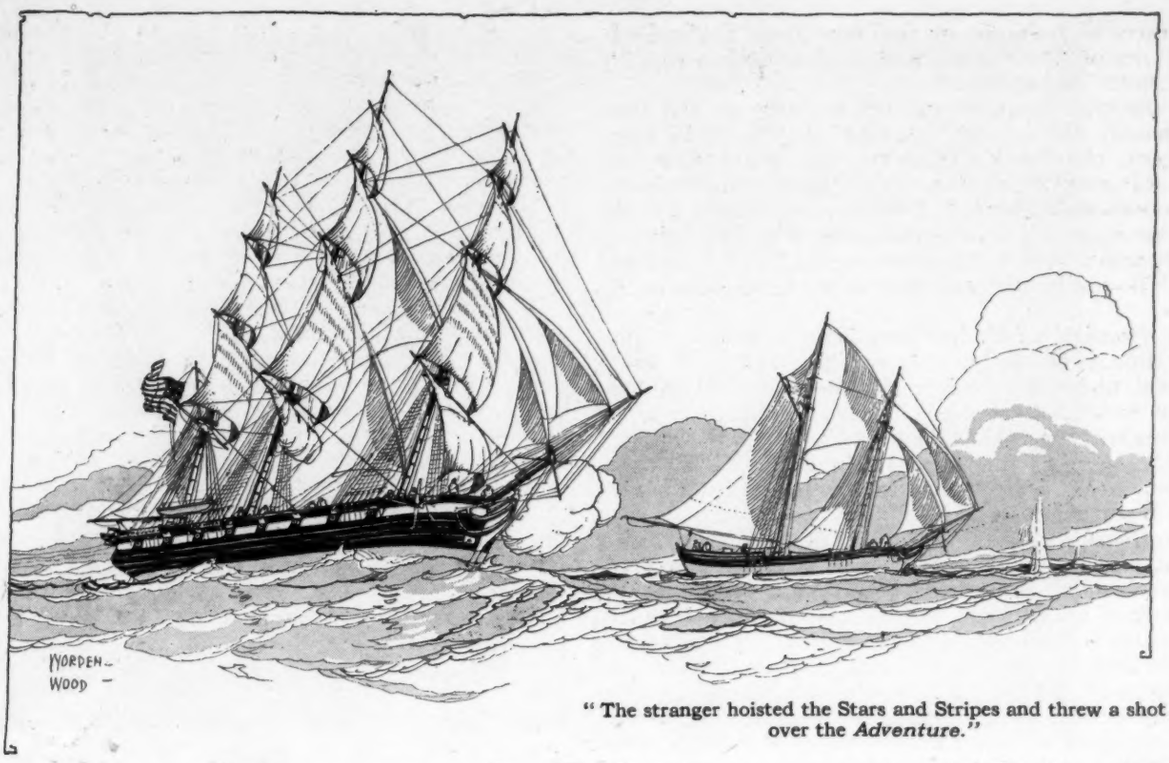
When the fleet finally got away for the Puritan Cup it included the *Vanitie*, *Resolute*, *Lynx*, *Queen Mab*, *Sachem*, *Nokomis*, *Typhoon*, *Katherine*, *Cockatoo*, the *Cythera*, and a couple of Q boats. The course was a 24-mile affair, a 10-mile reach to Boston lightship, a seven mile run to a mark, and a beat to the finish. The *Vanitie* mistook the starting signals and was some time in overhauling the *Resolute* and *Lynx*. She gained on each leg, but not quite enough to save her time and the *Resolute* won her only race in the series, as well as the Puritan Cup.

The cruise started the next day in a 20-mile run around Cape Ann to Rockport, and with the wind still in the northwest it was a broad reach of 16 miles and a beat to the finish. Under these conditions the *Lynx* showed the same remarkable abilities which stamped her last year as one of the fastest yachts in the country off the wind. She easily held the *Vanitie* and *Resolute* to the first turn and would not be shaken off in the climb up the wind to the line, winning by more than five minutes from the *Vanitie* and nine minutes from the *Resolute*.

The other class winners were the *Pleione* in the second division schooners, the *Prestige* in Class M, her only victory in the series, the *Pampero* in the Forties, the *Synthetic* in the ten meters, the *Nokomis* in a special rating class which included two other schooners, a ketch and a yawl, and the *Leonore* in the Q class.

The wind hauled into the southwest for the run on July 6th of 60 miles across the southern half of the Gulf of Maine, to Portland, and again the *Lynx* proved her worth off the wind. In this race the *Vanitie* and *Resolute* adopted their famous tactics of beating to leeward, while the *Lynx* held straight for Cape Elizabeth and was always within her time. One of the *Vanitie's* leeward tacks took

(*Continued on page 90*)



"The stranger hoisted the Stars and Stripes and threw a shot over the *Adventure*."

The Ups-and-Downs of a Privateersman's Life in 1812

Of the Trials of One Randall Macdonald, Master, and How He Lost the Schooner "Ann"

By C. H. J. Snider

All of this is "gospel true" — at least, as true as depositions sworn 113 years ago on the Holy Evangelists in the Court of Vice-Admiralty, Halifax, can make it. The documents, in faded brown ink, on foolscap yellow with age, have been exhumed recently from a green-painted box smelling faintly of pine long-dried, and ancient sealing wax.

WRATHFUL to the *n*th degree was Randall Macdonald, master mariner, as he stumped into the office of "Mr. Crofton Uniacke, Notary and Tabellion Publick of this, His Majesty's Province of Nova Scotia, by lawful Authority admitted and sworn," on the 16th of August, 1814.

Randall Macdonald's schooner *Adventure* lay at anchor in the stream under the guns of Halifax citadel, her loose-footed mainsail not yet stowed after arriving from St. George's, Bermuda. The cause of Skipper Macdonald's wrath was speedily set out in a document — as speedily as a quill pen could scamper across the paper, "wherein he, this Protester, noted this, his Protest, against ye Captain, Officers & Crew of ye said privateer ship *Invincible*."

Reduced to the plainer English of a more prosaic age the substance of Skipper Randall's deposition was that he had sailed from St. George's on Aug. 6th, 1814, for Annapolis Royal, Nova Scotia, laden, unlike our Bermuda racers of a century later, with a cargo of rum, onions, silks and hardware — especially the onions, silks and hardware. His schooner was in the convoy of H. M. S. *La Furieuse*, this being the third year of the War of 1812, and American privateers being as thick on the high seas then as traffic cops and under cover agents are on the highways today. In foggy weather and sharp squalls the *Adventure* lost sight of her protector. The next sail seen looked to be a Frenchman, by the rake of her spars and the closeness of her main and mizzen masts — but in 1814 a Frenchman was just as disagreeable a sight to a British trader as a Yankee.

The stranger was a biggish ship, and came up rapidly. She hoisted the Stars and Stripes and threw a shot over the *Adventure*, and Skipper Macdonald immediately hove to. A launch full of whiskered privateersmen pulled across the gap of tumbling water between the two vessels, and gave Master Randall the comfortable assurance that he was a prize to the privateer *Invincible* of New York, part French, part American. That is to say her commander, Peter Destebecho, and the first lieutenant, Philippe Destebecho, his brother, were French, the ship was French-built and owned in New York and Baltimore, and the crew were tars from everywhere on the Atlantic seaboard from Maine to Carolina, with a sprinkling of foreigners.

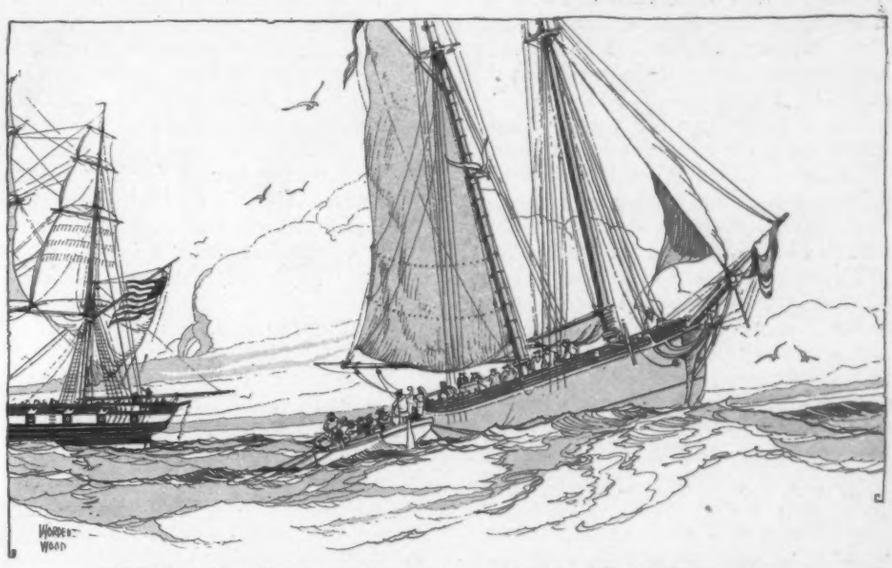
All of this Randall learned while the prizemaster in the boarding launch made a rapid survey of the *Adventure* and her possibilities, and weighed her fate. Too much trouble to man out and run her through the cordon of British cruisers, he decided. Cargo desirable. Silk was silk and always had its price. The mess would be the better for the addition of vitamins from Bermuda onions, (although the word had not yet been invented). And there was — ah, yes — Rum. What a coincidence! The privateer, having been two months at sea, could do with a little rum. So wae's me, Randall, a weary wark's ahead o'ye. Aff wi' the main hatch, lively mon, and satisfy these privateer carles, or their cutlashes will be dinging yir lugs.

The boarding launch made several trips between the tossing vessels, and every time she did the *Adventure* floated higher and the *Invincible* deeper. The gallant Destebecho noted the discrepancy, after he had par-buckled three puncheons and two casks on board, so he "squared the yards" by sending back in the launch, on her last trip, seven British prisoners "that they had

taken out of the British ship *Elliner*," as the reluctant Randall ruefully noted in his log. The launch crew had helped themselves to the clothes of the *Adventure's* crew and left them little to eat — or wear — but onion skins, and nothing to drink but water, which, to one of the name Macdonald, is somewhat of a privation. And now, on top of all these wrongs, seven hungry prisoners of war were loaded. Randall's wrath was deep if not loud, and he shook his fist as the launch departed for the last time — with the coxswain wearing his seaboots, — and the *Invincible* filled her backed maintopsail and steered to the westward.

Fortunately the *Adventure* had a good passage for the rest of her voyage, and four days later she put into Halifax and her master uncorked his rage in the form of the "protest noted."

Revenge is sweet, and Randall Macdonald had his before he sailed on for Annapolis Royal with his gutted schooner. One fine morning, ere August was out, the flags on the cidadel flagstaff flapped the merry message that a Yankee prize was coming up the Narrows. Randall Macdonald spotted her before she passed George's Island. Yes, sirrr! It was the *Invincible*. He could tell her by her close-set main and mizzen, and by her figurehead of Napoleon, cocked hat and all. He hastened to the dockyard and as soon as she was moored his eagle eye identified, as his affidavit afterwards stated, "Three puncheons and one cask of rum, and (the orchestra will please play softly) one cask *which is now empty*."



"The boarding launch made several trips between the tossing vessels."

There was the pathos of it. Randall embellished his affidavit with the further remarks that "The same were taken from ye said schooner *Adventure* by ye said letter-of-marque ship *Invincible* on ye 12th day of this present month of August, and that ye said Cask, which is now Empty, was filled with Rum when so taken from ye said Schooner by ye said Ship."

It turned out that this *Invincible* had had adventures enough to turn anybody's head not proof against the attacks of Bermuda rum. To begin with, she had been the French privateer *Invincible Napoleon*, built at Bayonne in 1809. Hence her Napoleonic figurehead. She was a fine craft for her time, 97 ft. 3 in. long on deck; 28 ft. 8 in. beam, and 13 ft. 8 in. deep in the hold. She measured 331 tons. She was pierced for twenty guns and had mounted sixteen long French 6-pounders and 8-pounders, and some 18-pounder carronades. On April 18th, in 1813, she had been captured by the British brig-of-war *Martin*, Capt. Navinson De Courcy, and, being an important vessel, was ordered for Portsmouth in charge of the brig's lieutenant, Mr. David McCreary. In the very Chops of the Channel the prize met the Salem privateer *Alexander*, a smart ship of twenty guns commanded by Capt. Ben. Crowninshield. Although greatly outnumbered and encumbered with French, Spanish and Portuguese prisoners from the privateer's original crew, Lieut. McCreary and his prize-crew put up a gallant battle, but were forced to strike. Capt. Crowninshield manned the capture with a fresh prize-crew and ordered her for Salem. By May 16 the *Alexander's* privateersmen had recrossed the Atlantic with the *Invincible Napoleon*. They anchored for the night somewhere near Cape Ann, within sight of a fort. But boats of the British frigates *Shannon* and *Tenedos*, then blockading Boston Bay, pulled in through the darkness and cut the *Invincible Napoleon* out, the guns and muskets of the fort being just beyond range of the anchorage. Manned with a second British prize crew the recaptured vessel started for Halifax; but before she could get there she was snapped up by the *Young Teazer*, an enterprising American privateer with a tragic history worth recounting some time. The *Teazer* prize-crew succeeded in carrying her into Portland; and here she was bought for $15,000 by Capt. Destebecho for New York and Baltimore merchants, and embarked upon a career of commerce destruction under the American flag, with her name shortened to *Invincible*.

The *Invincible* was a letter-of-marque, that is, an armed trader, able to carry cargoes when freights were profitable and to make prize of ships of the enemy. She went to sea with a crew of 60 men, a small number for an out-and-out privateer with so many guns. Under the French tricolor she had had 112 men. She loaded rice in Charleston and sailed on June 9th, 1814, for New York, and tried her hand at privateering on the voyage. She had captured and manned out the large British brig *Nimble*, with a prize-master, 10 seamen, and a boy, the British ship *Lady Prevost*, which took seven more privateersmen to man, the brig *Conway*, which took nine, the *Wanderer*, which took nine more, and the ship *Helen*, with a cargo of sugar valued at $42,055, and requiring a prize-crew of ten hands. She had too few men left to man the *Adventure*, when she bereaved Randall Macdonald and his owner, James R. Lovett, of Annapolis Royal, of their rum. When within 200 miles of New York she was chased by a squadron consisting of the British frigates *Armide*, *Endymion*, and *Pique*. Capt. Destebecho lived up to the high standards of American privateersmen and ran her until he had thrown overboard ten of his sixteen guns, and the *Invincible* had four feet of water in her hold from the *Armide's* shot. It was only then that he hauled down his colors.

Randall Macdonald's glee was great as he recognized his late despoiler and identified what was left of his cargo on board the captured letter-of-marque. One fly in the ointment was a bill of £13-1s-6d for salvage to the *Armide*, and the fees for the agent and the judge and the registrar, and for his affidavit and the decree of delivery — all of which had to be paid before he got his goods back. But he

listened to the condemnation of the *Invincible* by the prize court and the order for her sale by auction in Halifax with vast satisfaction.

So encouraged was Randall by the evident disposition of Providence to do the right thing by him in the end, that he resolved to go into privateering himself. Sailing the *Adventure* around to Annapolis Royal he came back to Halifax and took command of a little schooner named the *Ann*, which John Osborn, Halifax merchant, who was prospering on the importation of flour and war stores, had fitted out for the Maine trade. The British held Castine, in Maine, at the time, and a thriving trade had sprung up between that place and Nova Scotia and New Brunswick.

The *Ann* only measured 57 tons. She was originally the Portsmouth, Virginia, pilot-boat-built schooner *Busy*, and had been captured in the Chesapeake by the British, what time they burned Washington. Her entire armament consisted of one 9-pounder gun and twelve muskets, but she had a privateer commission dated Sept. 24th, 1814, and it was planned to send her across to Castine with a cargo of sugar and molasses, and some rum to cheer the garrison, and then cruise along into Boston Bay and pick off American coasters. Samuel Cunard, by the way, founder of the Cunard line, was one of the sureties for this Nova Scotian privateer, to the tune of £1500.

Randall Macdonald's greatest trouble was getting a crew. Between the press gang for the navy and the high wages in merchant ships, and the additional attraction of the larger privateers, men for a little cruiser like the *Ann* were scarcer than hen's teeth. Randall hunted for them high and low. At most he could only scare up fifteen, and some of these were dubious qualities. Fifteen hands could pick the *Ann* up and make a meal of her, as far as sailing went, but they were not enough by half to fight her as a privateer and man out her prizes. Randall was encouraged to find that the fellow from a newly arrived English ship, whom he had signed on as mate, or lieutenant, giving his name as John Thomas, was an A-1 seaman, in spite of his half-starved and hard-bitten appearance. Thomas had been able to find a few more scarecrows from the English ship who, like him, did not wait for the formality of a discharge. Fifteen men were enough to get the *Ann* as far as Castine, and, hoping to pick up a few more there, Skipper Randall — beg pardon, Randall Macdonald, commander, now — swung her off around Chebucto Head on the wings of the winds of October.

Off the Penobscot on the coast of Maine, they sighted a British cruiser. In those days British privateersmen dreaded British cruisers more than they did American ones. If captured by the Yankees you would go to jail until exchanged. If overhauled by your own countrymen you might be pressed into the navy for life. The crew of the *Ann* looked anxiously at their commander, and their commander looked anxiously at his lieutenant.

"S'pose old square-toes 'll press some of the boys?" asked John Thomas.

"Verra likely," opined Randall Macdonald.

"How'd it be to send all hands but one or two below, so that he'll take us for a coaster, short-handed as usual, and let us go?"

"Mon, ye've a heid an yir shouthers!" agreed Capt. Randall, and forthwith Lieutenant Thomas shepherded his ragged flock down the fore scuttle to their bunks. When nearly all had disappeared he pulled the slide to and padlocked it. Then, walking aft with the two or three who had been left out, he said to the commander: "Hands up, sir, or you're a dead man!" and pushed a pistol against him.

"Weel — I'm — dommed!" gasped poor Randall, as the others leaped on him. "'Tis mutiny, and ye'll swing for this, me lads."

"They'll have to catch us first," answered Thomas.

The British cruiser, ignorant of what was going on, came nearer, acknowledged the dip of the *Ann's* merchant ensign, and passed on without pause. The *Ann* was only a little thing, with the regular small crew of a coaster, it looked to the cruiser's commander. Pistol cocked, and ignoring the poundings on the fore scuttle, "John Thomas" waited until the cruiser had vanished into the fog.

"Now, swing her off for Thomastown!" he shouted to Gloucester Andy, who had taken the helm.

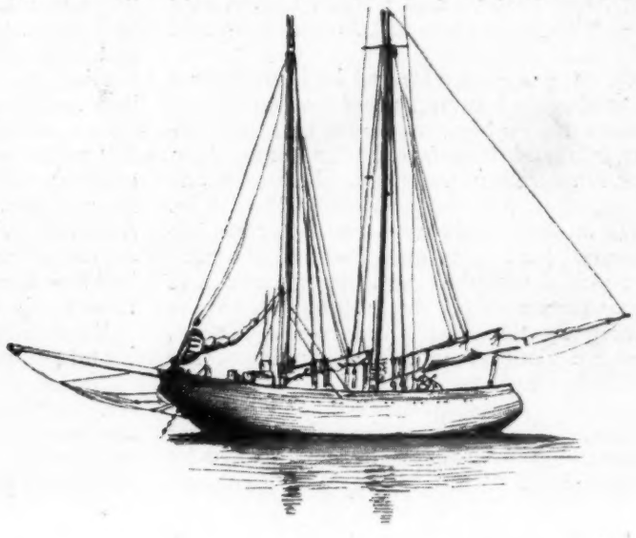
Randall Macdonald, apoplectic now with rage, gazed dully as the four men trimmed the sheets for the new course. "Mutiny! Mutiny! Mutiny!" was all he could gasp.

"No, you're wrong, mister," said "John Thomas," not unkindly. "Not mutiny. Capture. You're prize to the *Polly*, of Salem, Yankee privateer. Me and Gloucester Andy yonder is all that's left of her, I reckon, but you must admit we done our job well. Listen. The *Polly* was chased and chased and chased in the West Indies, until one of your square-toed friends ran her ashore at last. Me and Andy was among the prisoners-of-war sent to England. Nice place, Dartmoor. But we didn't like it. We escaped. We shipped before the mast in an Englishman, outward bound. Thanks to your press gang, English masters would be glad to ship Old Nick himself, and no questions asked. That's how come you was able to steal us off that English ship in Halifax. I picked up a couple of more hands for you, didn't I? Yes — and, as the song says, here we are."

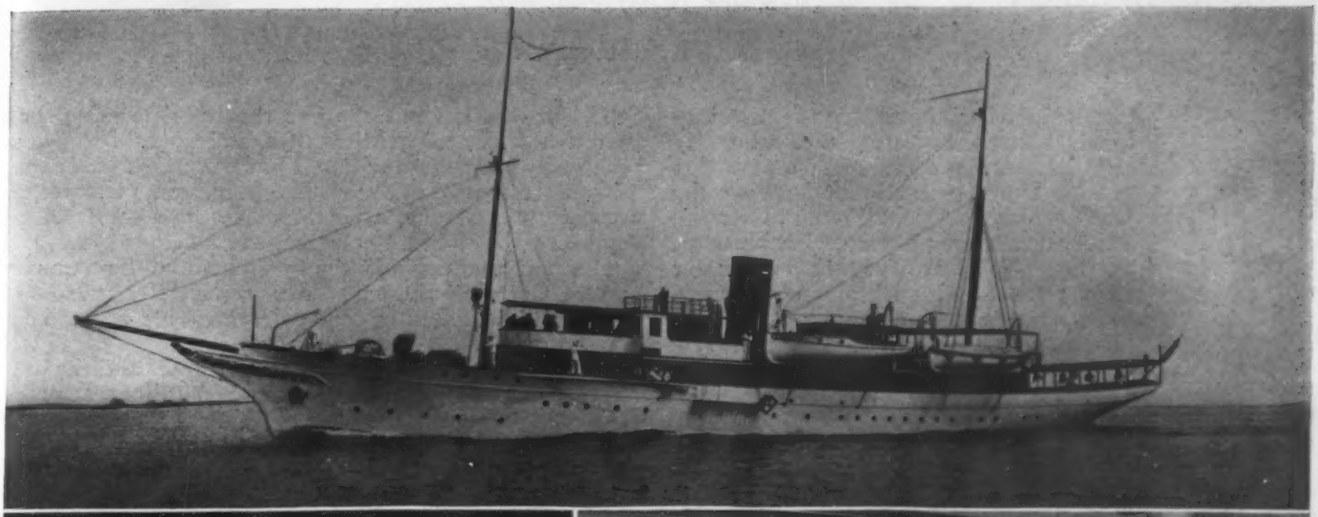
Five hours later the *Ann* was moored under the Stars and Stripes in Thomastown, in Maine.

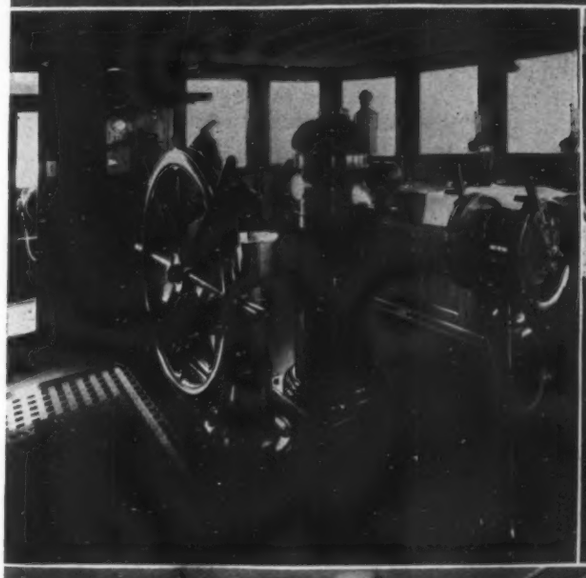
Radical tendencies in 1879.

The schooner *Unique*, built near Gloucester, whose owner expected to revolutionize yacht designing. The underbody was so cut away that the rudder head was close to the mainmast, as the wheel shows. The drawing was by a contemporary artist, W. F. Halsall, and is reproduced through the courtesy of N. F. Emmons.



Happy Days, a New Diesel Yacht, Completes an Atlantic Voyage





***Happy Days*, owned by Col. Ira C. Copley, of the New York Yacht Club.**

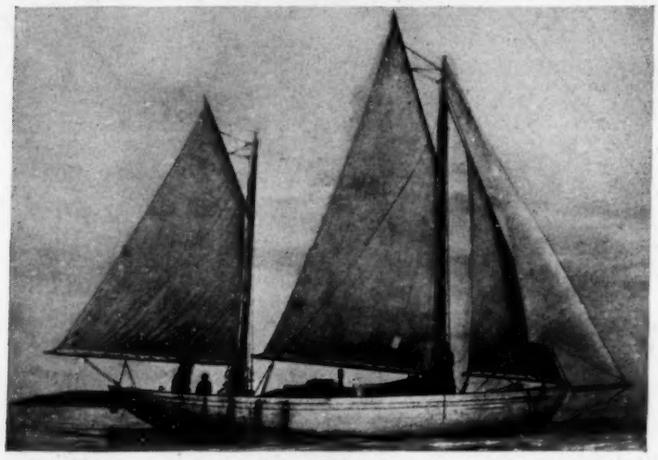
She completed recently her maiden voyage across the Atlantic from Southampton during which, notwithstanding the fact that heavy weather was encountered during a portion of the trip, she averaged 12 knots from port to port. The owner himself crossed in the yacht and had with him six guests. *Happy Days* was designed for Mr. Copley by Cox & Stevens. In appearance she is a distinct departure from most of the other existing Diesel yachts, having a continuous sheer, a pleasing clipper bow and overhanging stern.

Some Labrador Cruises

An October Sail Around Hamilton Inlet and Southward Across Belle Isle Straits to Northern Newfoundland

By Dr. H. L. Paddon

CHRONICLES of the twelve-ton auxiliary ketch *Yale* are not altogether a novelty to the older readers of YACHTING. I believe I am correct in saying that she was donated to Dr. Wilfred T. Grenfell, for medical missionary work in Labrador, by the Yale Class of 1910. In the summer of that year, John T. Rowland, with a student crew, sailed her "down north," and contributed a series of articles on his cruise to this magazine.



The *Yale* is an exceptionally stiff boat, designed for heavy work.

In 1912, when I went to take over Dr. Grenfell's northernmost post at Indian Harbor, Hamilton Inlet, I found the *Yale* in commission there.

For the last fifteen open water seasons (usually extending from early June to late October or early November) it has been both a duty and pleasure to make a series of trips covering a considerable section of central Labrador, and sometimes extending to Dr. Grenfell's headquarters in northern Newfoundland.

Yale is 45 feet long over all, with a beam of 11½ feet. She has a pointed stern, and the rather surprising draft of 8 feet. When I add that she has three tons of cement ballast and two tons of iron on her keel, it will be realized that she is an exceptionally stiff boat, designed for heavy work. There is good reason, however, for her stiffness.

Hamilton Inlet indents the Labrador coast to a depth of 160 miles. About 20 miles across at the mouth, it narrows down to a few furlongs some 50 miles from the coast, only to open up again into a great inland sea wider than the English Channel. There are mountains, attaining a height of almost 4,000 feet, on either side of the bay.

The cruise I am about to relate was called for two reasons. The first part of it was to complete a mail contract for Hamilton Inlet, which *Yale* held for a number of summers. The second part was to take the ketch into winter quarters at St. Anthony, as her steering gear had been damaged by running ice the previous spring in Hamilton Inlet.

We left Indian Harbor about the middle of October, so as to connect with the mail steamer at Rigelet, some 50 miles to the westward. Although I had spent between eight and nine months on steam trawlers on the North Sea in preparation for Labrador, the experience there had been almost entirely with small steamers, and I was then practically ignorant of sailing. I was therefore a passenger. The crew consisted of Fred Blake (a Labrador trapper) as skipper; Will Simms, a northern Newfoundland lad, as engineer to our 9-h.p. Remington Hothead auxiliary; and a Harvard student who had volunteered for summer service. Certainly these men were not afraid of wind and water, and delighted in demonstrating what a *good* boat could do.

At my very first experience with the *Yale* and the bay, a few weeks earlier, I had been amazed at her seaworthiness. We had at that time a full gale of wind from the northeast. From the high lands above Rigelet, where "the run" is less than two miles wide, great gusts were simply tumbling on to the water, and whirling up whole acres of the surface many yards into the air. It was a most impressive sight; no canvas, I expect, could have withstood the full force of such a puff. Yet, by keeping over to the far side of the run, Fred took her through without reducing sail, though our port anchor was sometimes under water, as it lay on our forward deck.

On the present occasion we had an uneventful run to Rigelet. While waiting for the steamer we had a partridge hunt with some success. Several islands, at no great distance, are a great resort for ducks and geese in the fall, but we had no time to spend on them.

Ice in Indian Harbor, Labrador.

When the mail steamer finally came it was late afternoon, and as it looked as though it would be a bad night for running the bay, we held on at Rigelet till morning. We then had a run of some 75 miles, or more, to North West River, including the passage of Lake Melville.

Lake Melville is a reach of the Inlet about 55 miles long, and varying from about 7 to 23 miles in width. The scenery is glorious, and it receives the waters of several big rivers. No wonder, then, that the narrow run above Rigelet is something of a tidal race, attaining a velocity of six knots, or more, during spring tides. It is a cardinal sin for navigators of Hamilton Inlet to miss a fair tide through the narrows, day or night, blow or snow. At one point an island blocks up two thirds of a mile-wide run, leaving channels of only 300 to 400 yards on either side.

Now *Yale's* best time from Rigelet to North West River was nine hours and fifteen minutes. As the course she

The watch below takes it easy.
Left: Picking up the mooring under power.
A close shave while dodging through floe ice.

usually takes is about 80 miles, her average was well over eight knots on that occasion. There is little doubt she is capable of ten, despite the drag of her propeller, under ideal conditions. On the passage of which I am writing no log was used, nor was her time particularly noted, but she ate up those 80 miles in a good deal less than the interval between dawn and dark on a mid-October day. The wind was from the nor'ard, and, by keeping reasonably near the north shore, we could get comparatively smooth water, except across the mouths of deep bights. Her own tender was under repairs, and we had borrowed a 14-foot boat from the Customs Officer at Rigelet, which we carried on deck. This had to be lashed to the rigging, fore and aft, as it was afloat on *Yale's* deck for some considerable time. The temperature was 14 above zero, and the ropes froze so hard that the leech, both of the jib and the mainsail, snapped under the wind pressure.

As Fred Blake was familiar only with a limited portion of the coast, and Will Simms was engineer rather than pilot, Dr. Grenfell had sent a veteran navigator to take *Yale* south. This man accompanied us on the mail trip, and it was easy to see that he by no means approved of the enterprise shown by the younger men. He announced that he would be well satisfied to complete the southern trip in a week, which meant every night in harbor, and a liberal allowance for days spent at anchor. Well, "Man proposes—"

From North West River a tortuous channel, through nasty shoals, leads to Mud Lake where a rather fleeting lumber enterprise was just "petering out." This was our turning point. The run out of the bay was uneventful. We had planned to call at Indian Harbor again, to pick up a reserve of fuel oil left there especially for our southern run.

We found the harbor deserted except for a few southward-bound schooners anchored for the night, and our oil gone. It was not stolen but "lent," the lender having assumed that we would go out on the south side of the bay, and that the cask was left by accident only. It was this error that made our trip a comparatively dramatic one.

October 21st was very stormy and all southward-bound vessels stayed in harbor. On the 22nd, long before dawn, we were off. At first the old pilot pinched her close to a light westerly breeze, so as to get under the shelter of the land as soon as we were across the mouth of the bay. He did not at all like being short of fuel oil. Apart from a few gallons secured from a schooner, we were destitute. Thirty-eight miles by steamer's run (perhaps 43 as we sailed) brought us to Pack's Harbor. From here, we took a fine breeze on our port quarter, for some ten miles or more to Gready. We entered this harbor and succeeded in getting another 20 gallons of oil from a local merchant. Thence, another 20 miles took us to Indian Tickle. This made a day's run of about 70 miles, straight ahead, increased to 80 by our keeping to the sheltered runs. During the last two hours before sunset the wind dropped out fast, so that we were almost becalmed and had to use some of our precious oil to get into harbor before dark.

Here we lay till 7 A.M. on the 23rd. There was hardly any wind at all that morning, and we chugged along at a little over four knots all the forenoon. We tried the mainsail with the engine, whenever a little wind showed on the water behind us, but there was barely enough to keep the boom out. On leaving North West River, a French fur trader had asked for a passage to Battle Harbor, on the north side of Belle Isle Straits. As he had served a term in the French Navy, he was to prove a valuable accession to our crew.

After midday the wind freshened fast, and light snow fell. By 5 o'clock a heavy sea was rolling down from the nor'ard; quick snow squalls alternated with fairer intervals, and the wind was still rising in a business-like manner. The barometer was far from reassuring. All the schooners in sight were making in for Square Islands Harbor. This is situated on the north side of a wide bay, so that there is no other harbor in the direct route for a considerable distance. The harbor mouth is a mere fissure in a forbidding cliff, and the swell on the rocks at its mouth was distinctly formidable. In view of the fact that the damaged steering gear made the *Yale* rather unresponsive to her port helm, and the sea would be on our beam as we went in, the pilot called for the engine, only to be told that the fuel oil was exhausted.

Overlooking a fine harbor in Hamilton Inlet.

Twice he stood in for the entrance, and twice sheered off in a hurry, afraid to attempt it. Then he suddenly announced that he had decided to run for Battle Harbor, where there is a lighthouse. As we could not possibly reach that port before midnight,

and it is well guarded by formidable reefs, such a quest (on a night of the kind that threatened) seemed of doubtful wisdom. But he had the say, so on we went.

Darkness soon descended on us and wiped out all but an occasional dim suggestion of the land. Once a cry of "Breakers" caused the man at the wheel to whirl the spokes and miss an iceberg by feet. On two other occasions we were much handier to rocky points than was wholesome. At last even the reluctant pilot had to abandon all hope of finding Battle Harbor without wrecking the boat.

Since we could not get in, the best thing was to get out, clear of those rocks, and chance an iceberg. So we ran off some 10 miles S.S.E., as near as we could judge, into Belle Isle Straits.

For a while it cleared, and we could see the light on the eastern point of the island. Then we shut this out with the land, and it came thicker and darker than ever. As keenness of vision was the one thing at which I had been able to hold my own with the North Sea fishermen, I was posted as lookout in the bows. The Frenchman was doing a trick at the wheel, and the others were getting a "mug-up." Suddenly there was a dim glare in the gloom ahead, and the Frenchman cried "Here's a steamer right on top of us." I replied that I could not distinguish any port or starboard light, and then a siren boomed its warning note. It was the light on the western point of Belle Isle, seemingly over our masthead. Fortunately there is sufficient water for *Yale* quite close to the rocks.

The pilot had evidently got farther to the westward than he had intended. He now headed for the Gulf of St. Lawrence, so as not to hit Newfoundland before morning. Perhaps the tides served him ill, or possibly he was not familiar with the deviation of our compass. Anyhow, dawn found us well into Sacred Bay, between Cape Norman and Cape Bauld, a bay that abounds with islands and reefs and with a most inhospitable lee shore none too far distant. We had been under reduced sail ever since we left the Labrador Coast, which was just as well.

The old pilot subsequently declared that Dr. Grenfell's steamer *Strathcona* could not possibly have punched her way out of the bay that morning; but *Yale* proceeded to make very good windward legs indeed. Having been up all night I indulged in a nap while she beat out of the bay, and came on deck again just as she triumphantly rounded Cape Bauld.

In another two and a half hours we were in St. Anthony. We had covered at least 270 miles in 40 hours of actual sailing, between Indian Harbor and North West River. For some hours we were under reduced sail, and our engine never contributed much to our speed.

But "all's well that ends well," and this yarn merely illustrates what is apt to be the lot of any Newfoundland fisherman, homeward bound with a load of fish in the fall if, through no fault of his own, perhaps, he fails to make harbor. I might add that, in the fall of 1925, a 700-ton steamer was held up a full two weeks by repeated blizzards, in one harbor on the Newfoundland Coast; hence the tendency to hug the shore, perhaps too much, rather than make an offing and heave to, in a small vessel that cannot carry unlimited supplies.

Of the five who made that trip, but three can share its memories. Fred Blake died of cancer; and M. Lescaudron, having escaped drowning three or four times that one night, has since met the very fate which he then avoided

A Handy Mooring Arrangement

By Robert J. Scott

ADVANCING years accentuating the difficulty of clambering on the fore deck of an 18-ft. sailing boat led to the contriving of the following mooring gear, which could be used to advantage by anyone who sails single handed, or short handed.

The main mooring chain is $\frac{5}{16}$ of an inch. To the upper end of this chain is shackled a coir rope and one of a pair of snap links, to be described later. Secured to the bitts of the boat is a length of ¼-inch galvanized chain over which a thick rubber hose has been passed. When under way, the end of this chain is secured to a link on one of the main chain plates. Being rubber clothed, it can do no damage.

On returning to the mooring, the buoy is picked up from the well, or cockpit, the end of the mooring chain pulled up to deck level, the riding chain is snapped on, and the whole lowered by the buoy rope, which is then thrown into its part of a double bow fairlead and belayed to the bitts, forming a preventer.

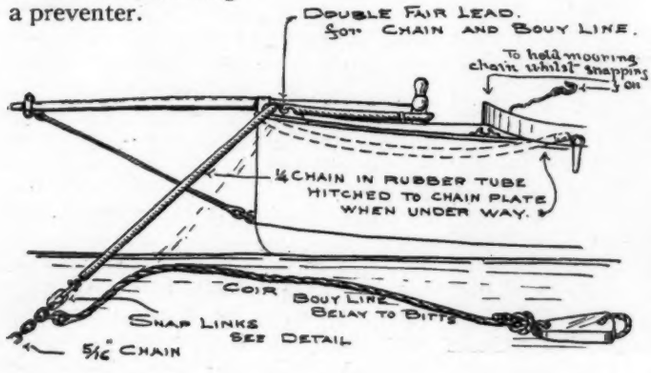

Double Fair Lead.
for Chain and Bouy Line.
To hold mooring chain whilst snapping on
¼ Chain in rubber tube hitched to chain plate when under way.
Coir Bouy Line
Belay to Bitts
Snap Links See Detail
5/16" Chain

Fig. 1 shows the general arrangement, while Fig. 2 is a sketch of the pair of snap links, one shackled to the mooring and the other to the riding chain. It should be mentioned that the latter remains permanently in the bow fairlead, one portion of which is closed by a mousing.

The snap links, which save messy and laborious "shackling on," are on the same principle as those used for signal flag hoists in the navy, but as those for a mooring are called upon to carry heavy loads, they have been carefully designed as hooks. Links made to the dimensions shown in Fig. 2 and of 40-ton N. steel are amply strong enough for ⅜-inch chain.

These devices have been in use in an exposed anchorage for four seasons and have given real satisfaction.

Fig. 1 (left): Showing general arrangement of mooring gear.

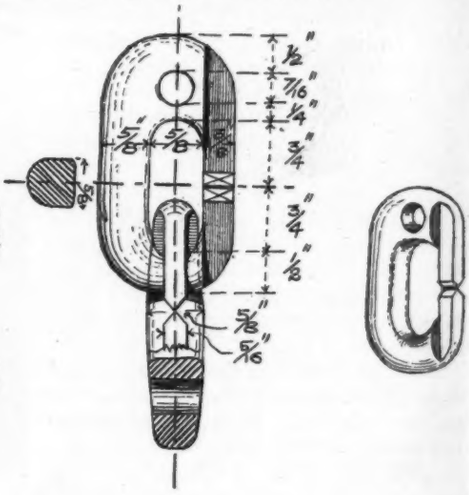


Fig. 2 (right): Details of snap links.

The Staying of Marconi Masts

Part II—A Study of Strains and Stresses in the Modern Rig

By C. O. Liljegren, N.A., M.E.

NOW stability being constant for our vessel, the lower and smaller the sails the greater the strain on the rigging; as, for instance, in a gale with reefed sails. In this case the head of the sail is low down on the mast and the lower shrouds are carrying most of the strain. In practice we allow for this condition by making the lower shrouds extra strong, or the upper ones lighter in proportion, the best example being perhaps the old and venerable cutter rig, with mast and topmast. The lower shrouds and their fastenings were mighty things in comparison to the mere spider webbing of the topmast shrouds and stays. In a like manner every strain in the rigging was taken care of, and the rigging tables in the old yachting handbooks, such as *Yacht Architecture*, by Dixon Kemp, and others, were admirable examples of the best and truly empirical practice.

In order to make the distribution of the strain in the mast and in the shrouds fully clear, let us take a concrete example for Fig. 1. (See July issue.) Assume a mast 18 ft. long to the point where the stay is affixed, the half-breadth, b, = 3 ft., and the load, P, = 3,000 lbs. The length (l) of the stay is 18.60 ft., and from formula (1)

$$R = 3{,}000 \times \frac{18.60}{3} = 18{,}600 \text{ lbs.} \qquad (1)$$

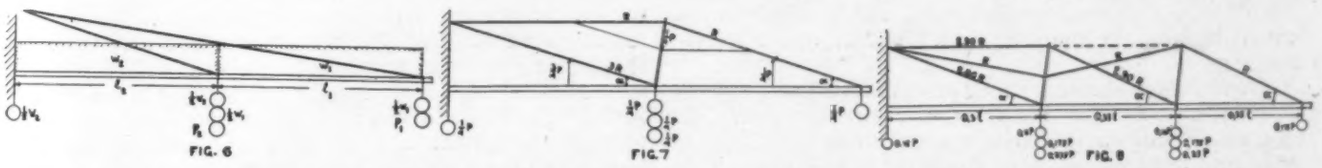


FIG. 6 FIG. 7 FIG. 8

The breaking strength of ½″ dia. plow steel wire rope is about 18,000 lbs.; but the stay must never be strained to the breaking point, hence we shall need at least ¾″ or 1″ wire rope for our stay if alone.

The load, P, = 3,000 lbs., causes a compression in the mast of $\frac{18}{3} \times 3{,}000 = 18{,}000$ lbs., and such a load can be carried by a spruce mast 3″ dia. in the middle. In practice such a mast would be far too thin owing to the distributed load of the sail pressure as mentioned before, and shown in Fig. 3. By making the mast thicker at the deck and allowing it, by bending, to carry part of the strain in the stay or shroud, we can reduce the thickness of the shroud to ½ inch dia. or less, but we shall not pursue this matter further now.

Let us next consider a mast stayed with two shrouds, as in Fig. 3, and loaded by a distributed load, W, and concentrated loads, P_1 at the upper shrouds and P_2 at the lower shrouds. The distributed load, W, reacts on the shrouds as if concentrated loads of half the weight were placed at each end of the mast sections below and above the lower shrouds. (See Fig. 6.) Call these loads W_1 and W_2; then naturally

$$W_1 + W_2 = W.$$

Further, if L = total length of mast,
l_1 = distance from upper to lower shrouds,
l_2 = distance from deck to lower shrouds,

then $W_1 = W \times \frac{l_1}{L}$, and $W_2 = W \times \frac{l_2}{L}$, from which these loads are found.

We have now the following loads to consider: (1) at deck ½ W_2 (which load is without effect on the shrouds); (2) at the lower shrouds, ½ W_2 + ½ W_1 + P_2, or three different loads acting on the lower shrouds; (3) at upper shrouds, ½ W_1 + P_1. The strains produced by these loads can be estimated according to formula 1. Generally these strains are nearly proportional to the distances l_1 and l_2. If $l_1 = l_2$, the strain in the upper shroud is nearly equal to that in the lower shroud.

By adding a spreader to the upper shrouds, of such a length that both shrouds, upper and lower, cut the mast at the same angle, it is easy to see that the strain on the upper shroud is very much reduced thereby, allowing the use of a lighter wire rope. If the length of the spreader is increased, a still lighter wire rope could be used, but the weight of the spreader grows faster than the weight of the wire decreases. Generally there seems to be no reason for making a spreader longer than the beam of the yacht except for very tall masts, as in the so-called Marconi rig.

It can be shown that the strains in a rigging increase much faster than the displacement, and experience has shown that big yachts need a more intricate staying of their masts than smaller yachts. Where a small boat needs only one spreader, or none at all, large yachts must have two, or even three in the big single-stickers, to make the tall mast stand the tremendous strain without its being too heavy, to the detriment of stability. Although a mast with many spreaders may be lighter than one with none, or few, the rigging of the former becomes slightly heavier and above all, the windage from many thin shrouds is very much greater than from one single shroud of the same strength. Thus a too intricate system of shrouds and spreaders is detrimental to speed in windward work; yet we see many small 6-meter yachts, and others, with a complicated mess of spider web stays and shrouds, etc.

Having decided on the number of spreaders, with their adjoining shrouds, the next question is the spacing of the spreaders. We have found (see Fig. 3) that the load on a mast is fairly evenly distributed and, at first blush, it might look as if the spreaders should be evenly spaced to suit. A little consideration will show this to be wrong, and right here is the most common reason for the breaking of so many jib-headed masts. Beginning at the truck, we find one or more shrouds or stays pressing downwards on the mast. A little farther down, another set of shrouds and stays are pressing down also, in addition to the pressure from aloft. And still farther down another set may continue in the same manner; but no matter how many sets, the total downward pressure will be the same, dependent only on the stability of the yacht. This downward pressure strains the mast as a column, and the bigger the strain the thicker *or shorter* a mast should be, just as with a column.

From the foregoing it is clear that the strain on the mast increases rapidly at every set of stays and, consequently, the mast is most strained *below* the lowest sets. As we cannot very well increase the thickness of the mast too fast, the only alternative is to decrease the spacing of the

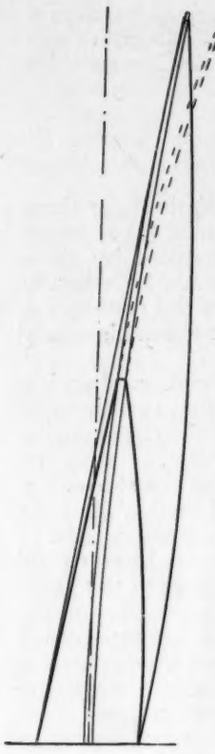


FIG. 9

spreaders from top to deck. It is assumed that the shrouds are fixed on the mast close to a spreader in every case, and a good rule to follow is never to place a spreader more than six times the diameter of the mast away from the shroud, six times being the limit where shear stresses are overshadowed by bending stresses, the latter then being the greater.

Generally a mast is given the same diameter from deck to forestay band, tapering from there to the top. Hence the upper part is always somewhat weaker when strained, but at the same time the downward pressure on the lower part of the mast is heavier, as we have seen. If two sets of shrouds and one spreader are fitted, that spreader should always be near or a little below the middle of the mast, from deck to truck. This does not mean that the forestay should be placed low also, because the shrouds and the forestay stiffen the mast in different directions, independently. Formerly the rule was to place the forestay at two-thirds the distance from the deck but with the modern method of measuring the fore triangle, the forestay is now placed still higher, and may ultimately reach the mast top. In Bermuda, the headsail is almost as high as the mainsail, and has been so for a century or more.

If three sets of shrouds with two spreaders are fitted to the mast, we conclude that the upper spreader should be fitted nearly midway between the lower one and the top, but to find the best place for the lower spreader is not so easy. Through a somewhat lengthy discussion, involving radius of gyration and other technical terms, it has been found that the best place for the lower spreader and shroud is at 30 per cent of the mast length above deck. The upper spreader is therefore fixed at 35 per cent from the top, or a little more, and the middle shroud should be fitted close by. The topmast shroud is, of course, fitted at the top, but may be fitted six top-diameters below, as stated before, in order to make the top lighter.

We can now proceed to estimate the relative strength of the different shrouds, neglecting at present the elasticity of both mast and shrouds. We shall later investigate the effect of their elasticity.

First, we must decide on a suitable inclination of the shrouds against the mast. For a racing yacht, the mast is mostly limited in length approximately to twice the length of l.w.l., and the beam abreast the mast is about 1/3.75 of the l.w.l. For two sets of shrouds the inclination of the lowest shrouds is 1/7.50 and for three sets, 1/4.50, and these will be used in our examples. Actually, the inclination can be found from the plans of the yacht, and may be somewhat more or less without affecting the result to an appreciable degree.

Fig. 7 shows a mast with one spreader and two sets of shrouds. The load being evenly distributed and the spreader placed midway between deck and top, it becomes clear that the load on the lower shroud is just three times the load on the upper one. The load at each end of the mast is $\frac{1}{4}\ P$, if P = total load, and hence the load in the middle = $\frac{1}{2}\ P$, originally. But the strain in the upper shroud reacts through the spreader on the lower shroud to the tune of $\frac{1}{4}\ P$ exactly, and the total load in the middle of the mast thus = $(\frac{1}{2} + \frac{1}{4}) = \frac{3}{4}\ P$ — that is three times the load on the upper shroud. And with the shrouds parallel near the mast, the strain on the lower shroud also becomes three times greater than the upper one has to stand. As the strength of a wire rope is proportional to its sectional area, *i.e.* to its diameter squared, hence diameter of lower shroud = $\sqrt{3} \times$ diameter of upper shroud, or

$$D = 1.73\ d \qquad (2)$$

To better stand the strain of reefed sails, the lower shroud generally should be made a little stronger, or say twice the diameter of the upper shroud. If more than one lower shroud is fitted, their combined area should equal four times the area of the upper or single shroud.

If the upper and lower shrouds do not run parallel, the strains in both can be estimated from the usual parallelogram of forces. The load on the mast at the spreader still is three times that of the upper shroud, but the strains will be different.

FIG. 10.

With two spreaders and three sets of shrouds, spaced as mentioned before, Fig. 8, the load at the deck becomes less, or only 0.15 P, while the load on the top amounts to 0.175 P, since the unsupported lengths of the mast are 0.30 and 0.35 respectively, or 30 per cent and 35 per cent. With parallel shrouds, the load at the upper spreader = 0.175 + 0.175, or 0.35 P, to which must be added the reaction of the topmast shroud through the upper spreader. If the topmast shroud were run directly from its spreader to the deck, the load on the middle shroud would amount to 0.35 + 0.175 = 0.525 P, or three times the load on the topmast shroud, just as in the case with one spreader only (Fig. 7). Always remember that the load depends primarily on the spacing of the shrouds and spreaders.

At the lower spreader there is a load of 0.15 + 0.175 = 0.325 P, to which must be added the reaction of the middle shroud, 0.525 P, or a total of 0.850 P, almost five times the load on the topmast shroud. Such a load is far too excessive. How to reduce it is the question.

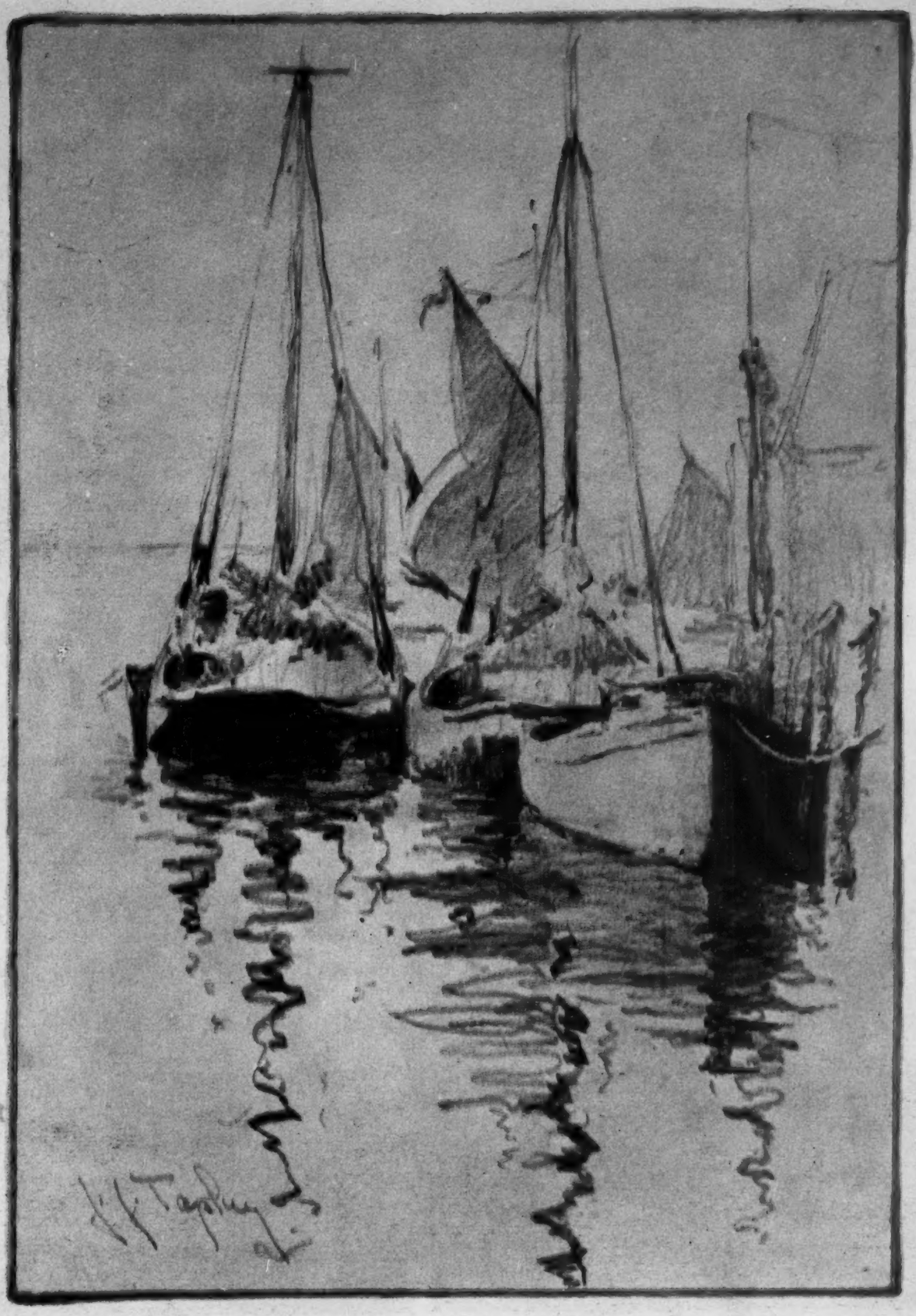
Luckily we have means at hand: instead of running the topmast shroud directly to deck we now fix the shroud to the lower spreader about midway in towards the mast (Fig. 8). In this manner the topmast shroud reacts on the lower spreader opposite to the reaction of the middle shroud, thus counteracting the strain on the lower shroud, the idea being to make the strains in the middle and the lower shrouds equal so as to use the same size wire rope for both. By drawing the middle shroud in towards the mast, the latter is kept steady from two directions, eliminating any tendency of the mast to bend at the lower spreader. Care must be taken never to fix the middle shroud on the lower spreader too close to the masts because the strain in the topmast shroud is always increased by the indrawing. Very often the topmast shroud is drawn close to the mast at the lower spreader, not only increasing the strains all round but in case of a reefed sail putting an excessive strain on the mast itself at the upper spreader by the topmast shroud bending the mast to windward.

By fixing the topmast shroud half way in on the lower

(*Continued on page 84*)

MAKING SAIL:

A five-masted schooner getting under way, bound out.
From a painting by Charles R. Patterson.



WHEN THE DAY'S WORK IS DONE.
Fishing Fleet tied up at the dock at Rockport.
From a drawing by J. J. Tapley.

The largest fleet of yachts ever assembled in one place was present on the Thames on the occasion of the Yale-Harvard boat race, there being over 900 by actual count. Power yachts, racing craft and auxiliaries lined the course.

Racing Results of the Month

The Chicago-New Orleans 1,751-Mile Race for Outboards

ALMOST unusual long distance race for power-driven boats, in which new records for distance and duration of outboard motor boats were established, was completed June 30th when *Miss Vicksburg*, the winner of the Thompson trophy, completed the 1,751-mile run down the Illinois and Mississippi River from Chicago to New Orleans in a total elapsed running time of 78 hours, 10 minutes and 45 seconds. The average speed per hour maintained for the entire distance was 22.04 miles. This time is all the more remarkable in view of the turbulent condition of the river due to the recent flood and the prevalence of a great amount of driftwood.

This run is a remarkable demonstration of the reliability that has been attained in American-built marine motors and hulls, in that none of the competing boats were forced to withdraw from the race, and at no time were mechanical operating difficulties encountered that necessitated the boats being helped into port. Each of the seven competing craft covered the 1,751 miles under its own power, maintaining throughout nearly the maximum revolutions of the engines for twelve consecutive days, constituting a new duration test for this type of craft.

Previous to this long run, the greatest distance in a single race ever made by outboard motors was approximately 200 miles; the best time ever made, constituting today the world's record, was 29.268 miles per hour, established April of this year at Houston, Texas, by J. W. Conover with a tiny hydroplane called the *Baby Stepper*, and powered with an 8 h.p. Johnson motor. This speed, however, was made over a comparatively short course, and was maintained for a relatively short time as compared

Start of the 1,751-mile race for outboard motor boats from Chicago to New Orleans, the longest event of the kind ever run. *Miss Vicksburg* was the winner.

Commodore Arthur L. Bobrick's Water Car *Eedee* (left) which he drove to victory in the 70-mile Bear Mountain Race in 2 hours, 12 min. and 45 sec.

with the long grind maintained in this 1,751-mile Chicago-New Orleans run.

This duration race down the Mississippi River was made in eleven laps in as many consecutive days. The shortest lap, made on the first day's run, Chicago to Joliet, was 40 miles; the longest was the 237-mile lap, from Rosedale, Miss., to Vicksburg.

Robert Shaw, driving the winning *Miss Vicksburg*, won six laps totaling 997 miles out of a total of eleven. Helm Glass, driving *Miss Joliet*, finished second in the race on the basis of elapsed time, with a record of 87 hours and 3 minutes; Finley Bailey, piloting *Miss Peoria*, was a close third with a time record of 87 hours and 29 minutes, while Arthur Duvic, driving *Miss New Orleans*, was fourth with a time record of 88 hours.

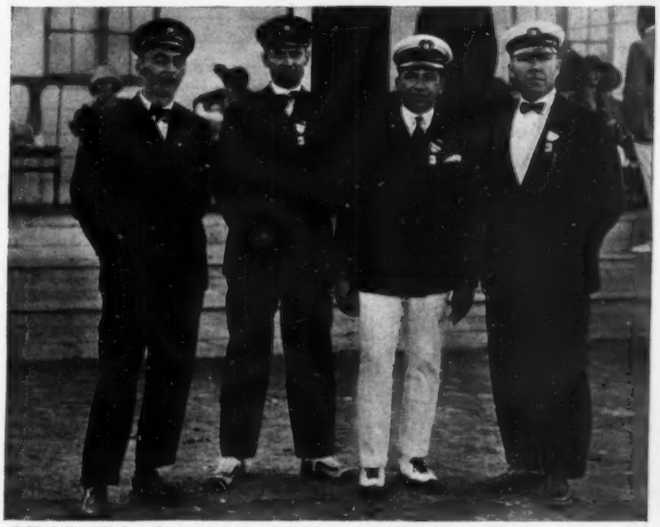
The seven entries in this year's long race were: *Miss Vicksburg, Miss Chicago, Miss Joliet, Miss St. Louis, Miss Memphis, Miss Peoria* and *Miss New Orleans*. Each competing boat was of the aquaflyer class, 17 feet in length, with 54-inch beam and powered with Johnson Big Twin outboard motors.

Bear Mountain Handicap Race

THE Colonial Yacht Club's Annual Bear Mountain Race for cruisers, held on June 26th, saw more than 30 boats of this type start from the club station at 152nd Street for Bear Mountain and return — a distance of 70 miles. The finish was close with a few of the boats exceeding their rated or declared speeds. In the stock runabout race Commodore Arthur L. Bobrick, of the Colonial Yacht Club, was the winner by 35 seconds, driving his Dodge Watercar *Eedee*. Arthur J. Utz finished on Commodore Bobrick's heels with *Chris-Craft* — incidentally making the best elapsed time — 2 hours and 4 minutes. The course, particularly going up the river, was very choppy and the speeds of all of the boats were exceptionally good under these circumstances. The summary follows of those boats that finished:

BEAR MOUNTAIN HANDICAP

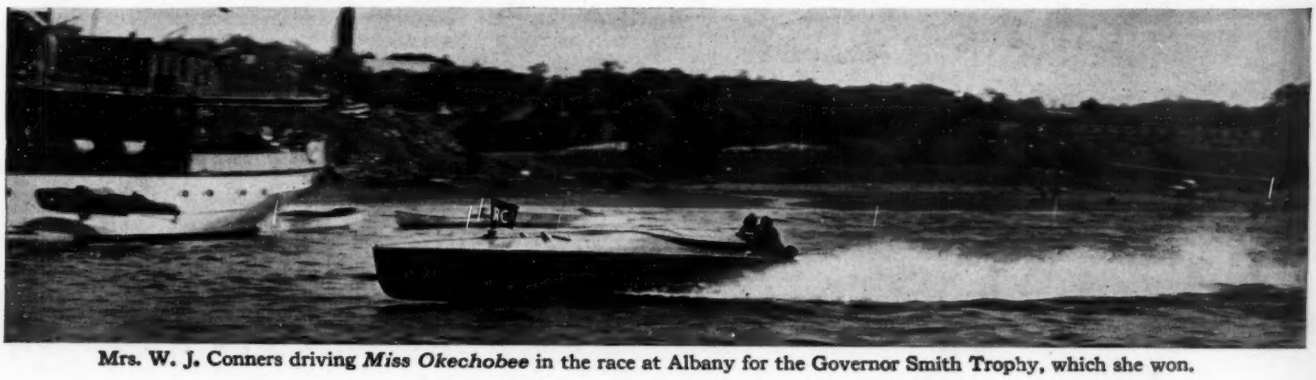
Boat	*Owner*	*Club*	*Starting Time*	*Finish Time Tide Corrected*	*Corrected for Penalty*
Andy	D. C. Anderson	Bayside	8:18	3:58:48	3:58:48
Mu I	D. C. Rigney	Manhasset	10:00	4:09:50	4:09:50
Madeline III	O. C. Reilly	Harlem	9:45	4:09:56	4:09:56
Sea Dream	G. de F. Larner	N. Y. A. C.	9:15	4:12:35	4:12:35
Triumph	C. Martinez	Sheepshead Bay	8:00	3:45:45	4:24:00
Sea Wolf	E. S. Thomson	Sheepshead Bay	7:44	3:58:00	4:24:48
Florence	G. W. Heller	Columbia	7:25	3:02:00	4:25:45
Talvez	C. L. Whalley	Englewood	7:25	3:26:30	4:25:45
Vim III	L. D. Graman	Englewood	8:43	4:29:20	4:29:20
Ducky	C. L. Langlotz	Tamaqua	9:33	4:31:10	4:31:10
Vendis	S. R. Dresser	Larchmont	8:52	4:32:00	4:32:00
Happy	Geo. McKigney	Tamaqua	8:30	4:39:00	4:39:00
Scaroon	P. Leserman, Jr.	Colonial	10:33	5:02:15	5:02:15
Ingatoo	C. G. Flygare	N. Y. A. C.	10:00	5:08:05	5:08:05
Helen	R. L. Simon	Colonial	10:00	5:09:15	5:09:15
Arrow	W. K. Smith	Gravesend Bay	9:29	5:17:05	5:17:05
Lawrence II	G. P. Harvey	Englewood	9:20	5:24:20	5:24:20



Officials of the Colonial Yacht Club's Bear Mountain Race. Left to right: Commodore A. L. Bobrick, W. A. Willis, former Commodore Jules Heilner and Henry Clay Foster.

RUNABOUTS
Davidson Trophy

Boat	*Owner*	*Club*	*Start*	*Finish*	*Elapsed*
Eedee	A. L. Bobrick	Colonial	1:28	3:40:45	2:12:45
Chris-Craft	A. J. Utz	Port Washington	1:37	3:41:20	2:04:20
Chris-Craft Cadet	J. J. Carr	Detroit	1:20	3:47:00	2:27:00
Youngster	W. H. Young	Colonial	1:28	4:22:50	2:54:50



Mrs. W. J. Conners driving *Miss Okechobee* in the race at Albany for the Governor Smith Trophy, which she won.

New York Yacht Club Regattas off Newport

75TH ANNUAL REGATTA, JUNE 27TH, FOR NEW YORK YACHT CLUB COURSE CUPS.

Wind N.E., shifting to S.W., light to moderate. Distance 25 miles.

Class	Yacht	Owner	Elapsed Time	Corrected Time
C	*Vanitie*	H. P. Whitney	4–27–36	3–36–15
	Resolute	E. W. Clark	4–47–47	4–12–50
F	*Mary Rose*	H. W. Brooks	4–50–47	3–40–09
M	*Carolina*	George Nichols	4–41–48	3–42–35
	Ibis	Clinton H. Crane	4–42–15	3–42–54
	Spartan	H. W. Hanan	4–42–27	3–43–14
	Chiora	C. L. Harding	4–44–34	3–45–13
40-Foot	*Typhoon*	C. L. Smithers	4–37–17	3–31–54
	Marilee	E. I. Cudahy	4–40–22	3–34–59
	Pampero	C. Hovey	4–41–55	3–36–32
Special	*Esquila*	J. V. W. Reynders	4–46–12	3–21–34

Winners, Course Cups: Schooners, *Mary Rose;* Sloops, *Esquila*

SPECIAL REGATTA, JUNE 28TH.

Wind S.S.E., moderate. Distance 25 miles.

C	*Vanitie*	H. P. Whitney	3–02–58	2–31–37
	Resolute	E. W. Clark	3–06–38	2–31–41
Special	*Queen Mab*	Horace Binney	3–32–31	2–34–10
	Mary Rose	H. W. Brooks	3–50–03	2–39–25
M	*Chiora*	C. L. Harding	3–13–20	2–13–59
	Prestige	H. S. Vanderbilt	3–15–43	2–16–30
	Spartan	H. W. Hanan	3–16–29	2–17–16
	Carolina	Geo. Nichols	3–17–42	2–18–29
	Ibis	C. H. Crane	3–21–20	2–21–59
40-Foot	*Pampero*	C. Hovey	3–29–03	2–23–40
	Typhoon	C. L. Smithers	3–31–01	2–25–38
	Marilee	E. I. Cudahy	3–32–43	2–27–20
	(*Marilee* protests *Pampero*)			
Special	*Esquila*	J. V. W. Reynders	3–39–27	2–14–49

OPEN REGATTA, JUNE 29TH.

Wind S.S.E., fresh, sea rough. Distance 15 miles.

M	*Carolina*	George Nichols	2–12–51	1–37–19
	Ibis	C. H. Crane	2–16–05	1–40–28
Special	*Esquila*	J. V. W. Reynders	2–51–21	2–00–34
	Carolina	G. Nichols		1–37–19

BUZZARD'S BAY 15-FOOTERS.

Nancy	4–19–20
Spur	4–19–23

Others did not finish

Charles Lee Andrews' auxiliary schooner *Curlew* will be seen in the coming New York Yacht Club cruise. John G. Alden was the designer.

Windjammer Wins Brooklyn Challenge Cup

THAT oldest of ocean racing trophies, the Brooklyn Challenge Cup, changed hands in a race of 299 nautical miles, from New Rochelle to Cape May, when the schooner *Windjammer*, owned by Edward Crabbe, beat the former holder, C. A. Marsland's sloop *Azor*, and four schooners.

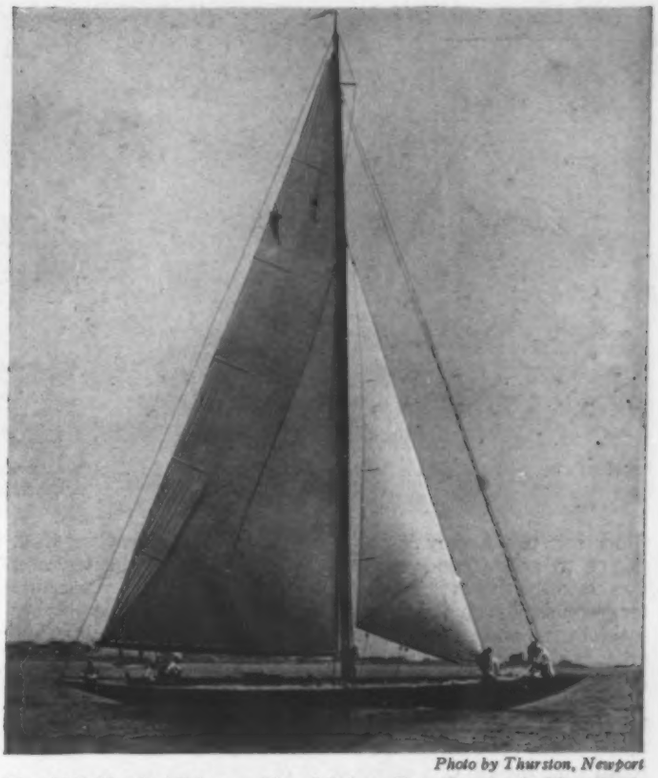


Photo by Thurston, Newport

Harold S. Vanderbilt's new Class M sloop *Prestige*, in the New York Yacht Club's race off Newport. Just out of the builder's yard, she has not yet "hit her stride."

The race this year, run under the auspices of the New Rochelle Yacht Club, the defending club, was sailed in two legs, the first being from New Rochelle, whence the yachts started on June 22nd, to New London, while the second leg was sailed in conjunction with the Cape May Race, and over the same course. The total elapsed time of the two legs was used as a basis for figuring time allowance.

Windjammer, sailed by her owner, and with her designer, C. D. Mower, aboard, won the first leg by a good margin when her skipper elected to follow the south shore of the Sound, while most of the others in the race took the north shore and guessed wrong on the wind. She had a clear lead of something over an hour at New London. In the leg to Cape May she led the *Azor* by 24 min. 25 sec. elapsed time at the finish. The summary follows:

Yacht	Owner	Elapsed	Corrected
Windjammer	E. Crabbe	58:48:56	58:48:56
Azor	C. A. Marsland	60:35:36	60:00:43
Yankee Girl	G. W. Warren	61:19:40	60:10:08
Northern Light	G. E. Smith	76:50:39	70:34:03

Empress, the challenger, from the Manhasset Bay Yacht Club, did not finish, being obliged to make port on account of serious illness of one of the crew.

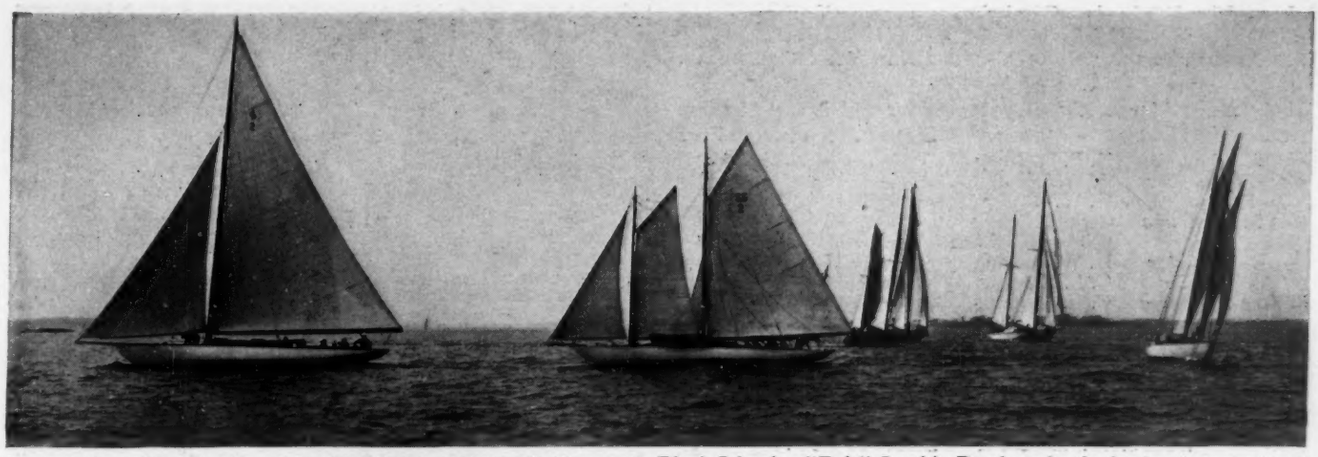
Camilla, of the Morris Yacht Club, entered and finished, but no measurement certificate was filed so corrected time could not be taken.

The cup thus goes, for the first time in its history, to the Toms River Yacht Club.

Schooner *Yankee* Wins Gloucester Auxiliary Race

THE schooner *Yankee*, owned by A. S. Bull, came home a winner of the Gloucester Auxiliary Race, sponsored by the Boston Chapter of the Cruising Club of America, which started on the morning of June 18th. Only 12 minutes astern was the ketch *Schoodic*, owned by H. G. Reynolds, with the big yawl *Rondinella*, owned by C. F. Higgins, almost overlapping her.

The new course of 130 miles took the boats from the start off



Start of the sailing division of the New York Athletic Club's race to Block Island. "Bob" Jacob's *Duchess* in the lead; schooner *Algol* following her.

Gloucester to the whistling buoy off Peaked Hill Bar, Cape Cod, thence to and around the new Jeffrey's Ledge whistler, and thence to the finish. A new rating formula, and a new formula for gasoline allowance, were tried, and were apparently remarkably satisfactory, no less than 8 boats finishing within an hour, while others would have been up with the leaders had they not lost time hunting for the second mark.

The wind was ahead on the first leg, most of the boats using both power and sail. The other two legs gave a quartering run and a reach, the latter being suited to *Yankee*, who made a flying finish with the aid of a gallon or so of gas which had been saved for emergencies.

The summary:

Name	Rig	Owner	Gallons Gas	Morning June 18 Start	June 19 Finish
Yankee	Schooner	A. S. Bull	11.8	9.58	8.49
Schoodic	Ketch	H. G. Reynolds	12.5	11.18	9.01
Rondinella	Yawl	C. F. Higgins	15.0	11.36	9.02
Lion's Whelp	Schooner	Shaw Sprague	12.5	10.49	9.22
Edna	Sloop	Geo. H. Sistare	12.0	10.36	9.34
Houqua	Ketch	Alex. W. Moffat	11.3	9.25	9.36
Caraid	Sloop	L. W. Ricketsen	8.5	10.11	9.37
Bonito	Yawl	F. V. Smith	9.8	9.56	9.50
Youth	Yawl	Evans Dick	7.0	8.41	10.15
Pennesseewassee	Schooner	Earle Smith	14.3	11.26	11.26
Malabar III	Schooner	Everett Morss, Jr.	12.0	10.35	11.42
Ogallala	Sloop	{ Henry Parkman } { Arthur Rotch }	7.7	7.53	12.36
Dragon	Cutter	H. D. Bixby	10.2	8.32	12.45
Sea Lure	Schooner	Geo. B. Doane	12.0	10.18	1.00
Bunch	Yawl	C. O. Foster	7.6	7.47	3.29
Vagrant	Yawl	W. H. Coolidge, Jr.	9.6	9.54	6.23
Unxark	Schooner	Edward C. Lord	12.0	10.38	withdrew

Duchess and *Sea Dream* Win Block Island Races

THE sloop *Duchess*, owned by Robert Jacob and sailed by the veteran Walter Sullivan, and the cruiser *Sea Dream*, owned by G. deF. Larner, were the winners in the annual Block Island Races which started Saturday, July 9th, under the auspices of the New York Athletic Club. The sailing craft met light head winds and fog for the greater part of the 100-mile journey, and a number failed to finish.

The summary:

Sailing Division

Boat	*Owner*	*Elapsed Time*	*Corrected Time*
Duchess	Robert Jacob	22:25:27	21:18:27
Alicia	Roderick Stephens	24:21:00	22:43:00
Gleam	C. V. Koslay	24:40:45	23:36:45
Rissa	S. DeHart	27:03:40	26:59:40

The following did not finish: *Golden Hind*, C. A. Goodwin; *Adriel*, L. M. Brooks; *Allure*, G. Ottley; *Algol*, L. Hawthorn; *Mermerus*, F. Goodwin; *Nomad*, S. Spencer; *W. U.*, Koenig & Keckel. Time not taken: *Rival*, R. W. Kitching.

Power Division

Sea Dream	G. deF. Larner	11:13:00	8:02:25
Kemah	E. A. Jimenis	10:43:40	9:00:21
Marigold	W. A. Golden	9:46:45	9:22:01
Scaroon	P. Leserman, Jr.	10:35:30	10:10:46
Mu-I	Douglas Rigney	10:13:55	10:13:55
Wanderer	W. L. Liefeld	11:17:55	10:59:43
Venture	L. S. Siegel, D.N.F.		

The 20th Annual Regatta; M. V. P. B. A., at Houston.

Summaries of Racing, July 2nd, 3rd and 4th.

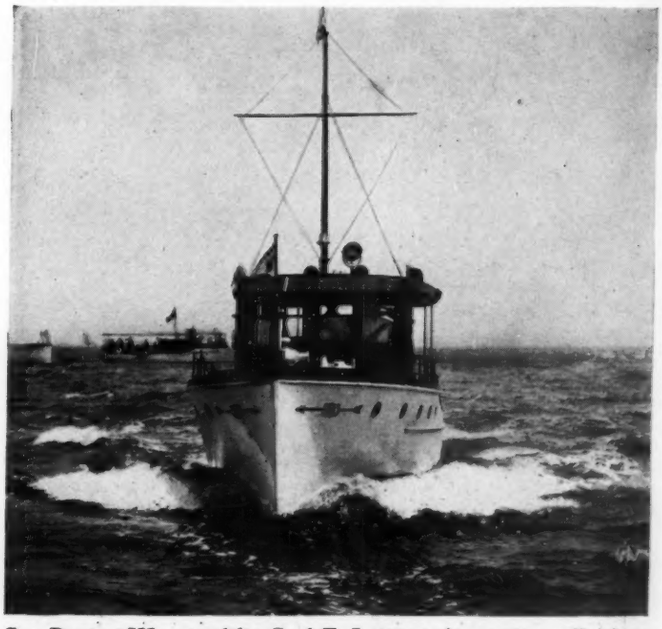
Class—151 Limited. 5 Miles. 2 Rounds.

Points	*Boat and owner*	*Time Best Heat*
250	*Baby Peerless* Chris Ripp, Jamaica	37.59
200	*Boots II* Waugh Bros., Peoria	43.06
200	*Kathleen* J. H. Glass, Houston	36.14
50	*Chappie* Henry Falk, Houston	
25	*Buster* Grimes & Farley, Corpus Christi	

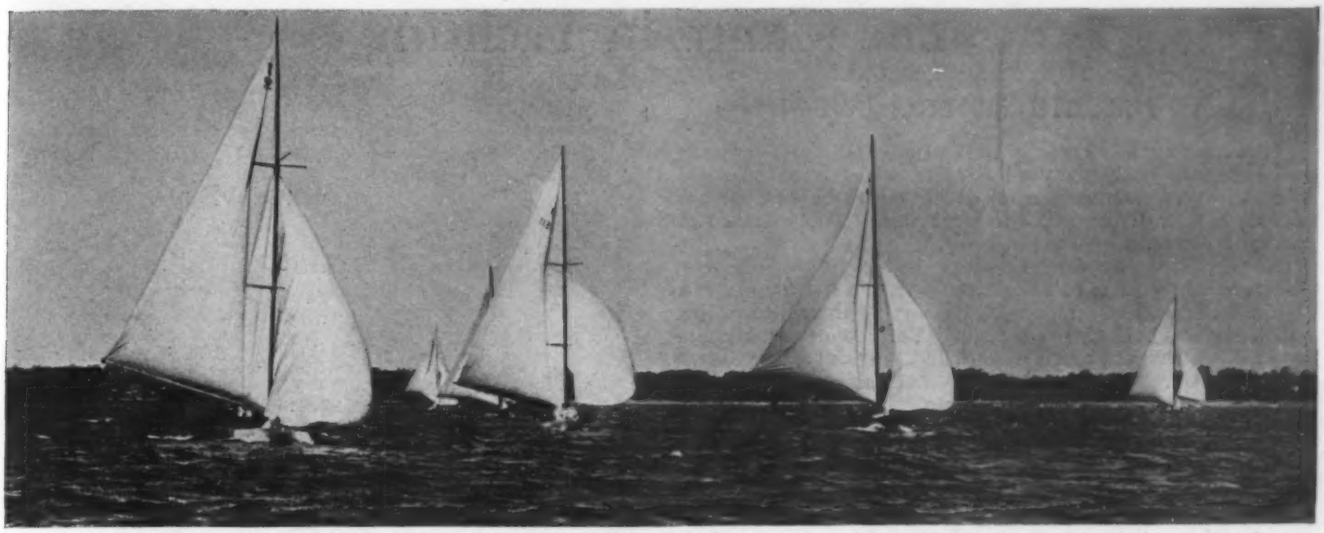
Class—151 Unlimited. 5 Miles. 2 Rounds.

400	*Miss California* W. O. Harris, San Bernardino	52.02
125	*Frazzle VII* Randall McFarlan, Cincinnati	48.89
100	*It* H. L. Brown, Orange, Texas	46.63
100	*Baby Peerless II* Chris Ripp, Jamaica	35.02

(*Continued on page 103*)



***Sea Dream III*, owned by G. deF. Larner, winner power division, Block Island Race**



Start of the second round in one of the races for the Northrup Memorial Trophy sailed off the Buffalo Canoe Club on Lake Erie in the 20-rater class. Left to Right: *Quiver, Thalata, Ardette, Latonka.*

Ardette Wins Northrup Memorial Trophy Race

Detroit Yachtsmen Take First Race for Cup Emblematic of Lake Erie Class R Championship

By G. Ernest Macrae

UNDER the auspices of the Buffalo Canoe Club a series of races in Class R yachts was held off Point Abino on July 2nd, 3rd and 4th for the Lewis G. Northrup Memorial Trophy, the winning of which is emblematic of championship honors in the 20-rater class on Lake Erie.

Presented last winter by Mrs. Seymour H. Knox, Jr., for annual competition in memory of her father's untiring efforts to encourage the glorious sport of yachting, the generous donor's gift carries with it a personal appeal that will make the future races for this cup of particular interest. For Mrs. Knox is an ardent yachtswoman and sailed on *Scorpion* in the second race, demonstrating that her interest was practical and that she meant to prove in person her desire to carry out her father's wishes. Her pleasure in the three days of keen racing was manifest. She has made possible team work in the promotion of yacht racing on Lake Erie by bringing together boats from one end of the lake to the other, and in this, the first series to be held, seven boats were in competition. These were:

Boat	Owner	Club
Ardette	Milton Cross	Detroit Y. C.
Scorpion	William Warren	Buffalo Canoe Club
Thalata	H. M. Hill, Jr. and Cy Pickering, Jr.	Buffalo Canoe Club
Quiver	Jos. Lodge	Grosse Point Y. C.
Spry	Clarence Ferris	Buffalo Canoe Club
Banshee	Robert Ramsdell	Buffalo Canoe Club
Latonka	Bud Doyle	Buffalo Y. C.

Of the three days' racing off Point Abino much could be written, and while Detroit, with *Ardette* and *Quiver*, made a clear sweep of the points, that fact does not fairly represent the closeness of the contest. In each day's race — the first, in a drifting match, the second in a snorting good breeze, the third also in fairly heavy going — first one boat, then another, had its turn in leading the fleet, and in the last race it was only the chance of the game that deprived *Spry* from a well-deserved win.

The records of all the yachts in this contest are well known to readers of Yachting, except that of *Scorpion*. She has no record, but she is starting to make one, and if the writer may venture an opinion it is that this boat in proper hands will make a name for herself, for her owner, W. C. Warren, and for her designer, John G. Alden. She is a beautiful boat, produced to the limit of the Universal Rule without resort to freak tendencies and getting her speed out of form refinement rather than by seeking rule evasion. Handicapped by ill-fitting sails, lack of experience in handling and without opportunity for tuning up, *Scorpion* went through a trying series in fast company, each day showing better form and only losing the last race to the winner of the cup by two seconds. Keep your eye on *Scorpion!*

Ardette, the winner of the first series of races for the Northrup Trophy, was consistently sailed by her skipper, Fred Cross, and a feature of his work was crew discipline and sail handling — smart work and no mistakes, with the boat's well-known ability, made the rest easy.

As an outsider, it is a pleasure to congratulate the Buffalo Canoe Club on its enterprise in getting together such a fine fleet, and to forecast success for its future endeavors along these lines; and on behalf of the other judges, as well as on my own, to thank

(*Continued on page 86*)

The donor of the Northrup Memorial Trophy, Mrs. Seymour H. Knox, Jr., with (left to right) Vice Commodore A. J. Adler, Milton Cross, owner of *Ardette*, and Ted Pickering, Fleet Captain, Buffalo Canoe Club.

The Month in Yachting

The Passing of the *Papoose*

NO winner of the Kentucky Derby can boast a prouder pedigree than could the yawl *Papoose*, whose owner, Colonel John T. Mott, former commodore of the Oswego Yacht Club, has caused the torch to be applied to her, bringing a noble end to an honorable career.

Her trim lines were the creation of the late Edward Burgess, designer of three America's Cup defenders, and she was one of a long line of notable racing yachts that came from his drawing board. She was built by George Lawley, of Boston, and her first owners were Charles Francis Adams, 2nd, and his brother George C. Adams. Burgess-Lawley-Adams! What names could be more significant to an American yachtsman?

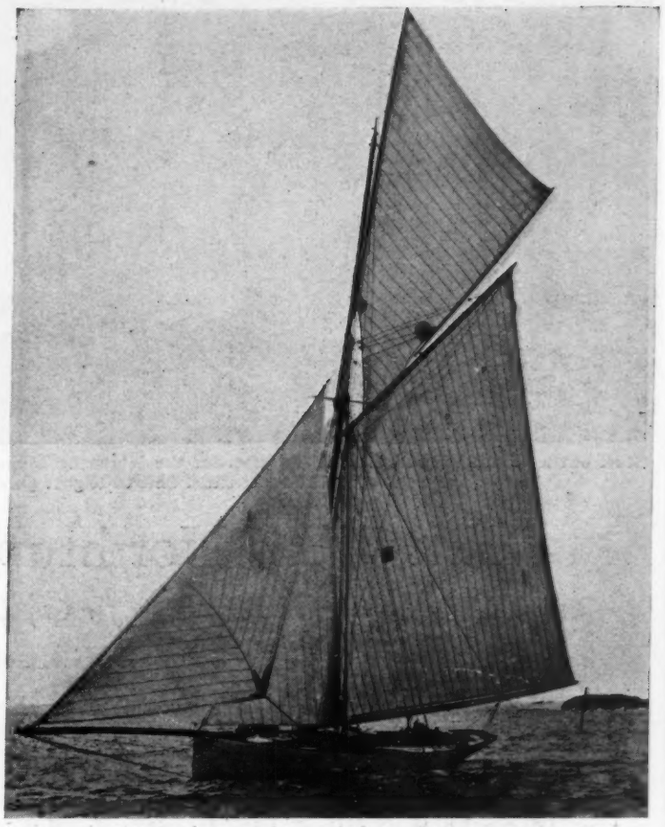
Papoose, tall-sparred, and lengthy of boom, was one of the first of the deep keel yachts turned out by Boston's noted designer. She was completed in the spring of 1887, and with her long "horn," a feature popular in the yachting world in the days of her youth, she was able to carry a tremendous spread of sail. In fact she could crowd on a veritable cloud of canvas and get away with it. Matched against the "Forties" and other yachts of different design she showed her heels to everything in her class in the waters of Massachusetts Bay in that first race, which occurred off Boston in June, 1887.

The *Papoose* was the sensation of yachtdom both that year and the next, for in 1888 she proved as far superior to her competitors as she did the first year that she came off the ways. After that her owners sold her "up the lakes."

Her purchaser was a yachtsman from Detroit, who, after he had got her, found that she was a little too much ship for him to handle. In the fall of 1891 Colonel Mott bought her from her Detroit owner and Captain Philip Barclay, who was to serve as her skipper for 35 years, sailed her down the lakes to Oswego, near the eastern end of Lake Ontario. The voyage was made in 52 hours exclusive of 20 hours spent in the Welland canal, her time never having been surpassed by a sailing yacht over the same course.

Colonel Mott, veteran yachtsman of the lakes, who holds the distinction of having been one of the founders of the oldest yacht club on the south shore of Lake Ontario, never raced her. On the contrary, he fitted her out luxuriously and used her for cruising. For years she was one of the notable yachts on Lake Ontario and she and her owner were at all of the meets on the lake. There was no port around Ontario into which she had not poked her nose at some time or other.

Early in his ownership of the *Papoose*, Colonel Mott discovered that with her long boom hanging out well over her stern, she was a difficult proposition to handle off the wind, especially with a hard breeze blowing. As a consequence he changed her rig from sloop to yawl, and so she remained to the end of her days. The Colonel insisted that his craft be maintained in the best possible condition, and shipshape to the last detail. For the past 15 or 20 years the *Papoose* was taken up the lake to Fair Haven, on Big Sodus Bay, each fall and hauled out for the winter. In the spring she was fitted out and brought down to her club moorings at Oswego.



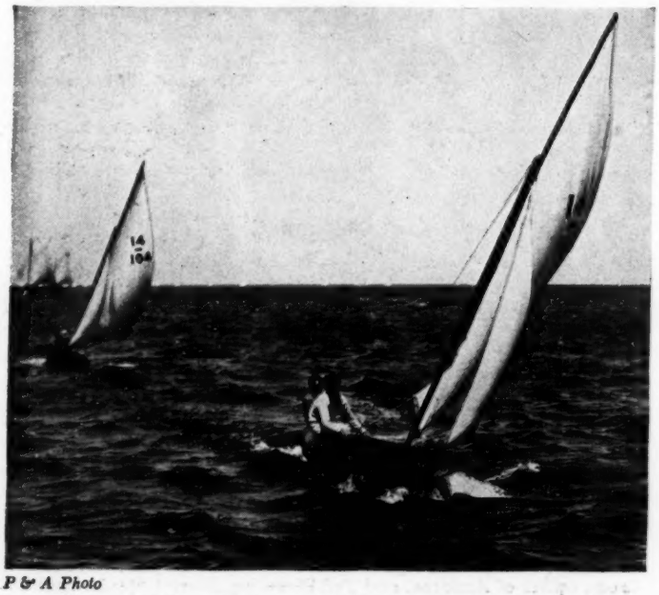
The famous *Papoose*, one of the early deep keel cutters, built in 1888 for Charles F. Adams, was burned by her owner in June to save her from the "bone yard."

But she has done that for the last time. Colonel Mott, still decidedly active and one of the most prominent of New York's upstate bankers, found that he could not devote himself to the sport as he once could, and, his heartstrings being bound around *Papoose*, to think that she should go on without him was out of the question. So when fitting-out time came this spring, he ordered Captain Barclay to go up to Fair Haven and put her in trim as usual. Every stay was made taut and every sheet and halyard rove off. Came the first of June and *Papoose* came sailing into Oswego as blithely as ever she had. Placed on the marine railway of the Oswego Yacht Club, she was hauled up to the water's edge and orders given by the Colonel to soak her planks and timbers with oil.

It was a tragic moment when Captain Barclay applied the torch and turned away. Just up the beach her owner stood with head bowed in silence. Black smoke in billows, like the chins of an over-buxom woman, rose up and melted into the atmosphere.

Dramatic? Aye, truly so. But a yacht with a career of 40 rosy summers crammed with romance deserves nothing less than a dramatic ending. Many a yachtsman, both Canadian and American, remembers the hospitality he received at one time or another aboard the *Papoose*, and all will regret that she has gone to join the ghost craft that sail upon ghostly seas.

DAVID F. LANE



P & A Photo

The new 14-foot dinghy class racing at Larchmont, July 4th.

The Two New 20-Raters at Marblehead

ONLY two additions were made to the Marblehead 20-rater class this season, Frank C. Paine's new *Gypsy* and Charles A. Welch's *Live Yankee*, neither of which have shown much of promise as yet. Both were designed for the ordinary Marblehead racing conditions, light breezes. To date in the seven championship races sailed the breezes have averaged above moderate winds, and two were held in real blows.

Live Yankee has started four times. In the first race of the season she sailed against the "Q's," as when measured she was found to be too long on the waterline. Since then a chunk of lead has been taken out of her keel and she now fits "R" Class. Her record of three starts in the class is: Seventh with eight starters, seventh with nine starters, and eighth with nine starters. In her first racing she was equipped with a wooden strut in place of a jib stay on which the jib was set; before the race of July 2 this was replaced by a jib stay. Ten minutes before her starting signal, July 4, in a fresh northwester the mast of the *Live Yankee* crumpled into what seemed 50 pieces.

Live Yankee has been at Lawley's, Neponset, for the last ten days for a new rig. "Charlie" Welch has made the statement that when she enters the racing again she will have the revolving mast and the double-luffed mainsail. This unique rig was designed for the boat originally, but as the complicated step was not completed in time for her first trials, she was raced with a conservative curved mast.

LEONARD M. FOWLE.

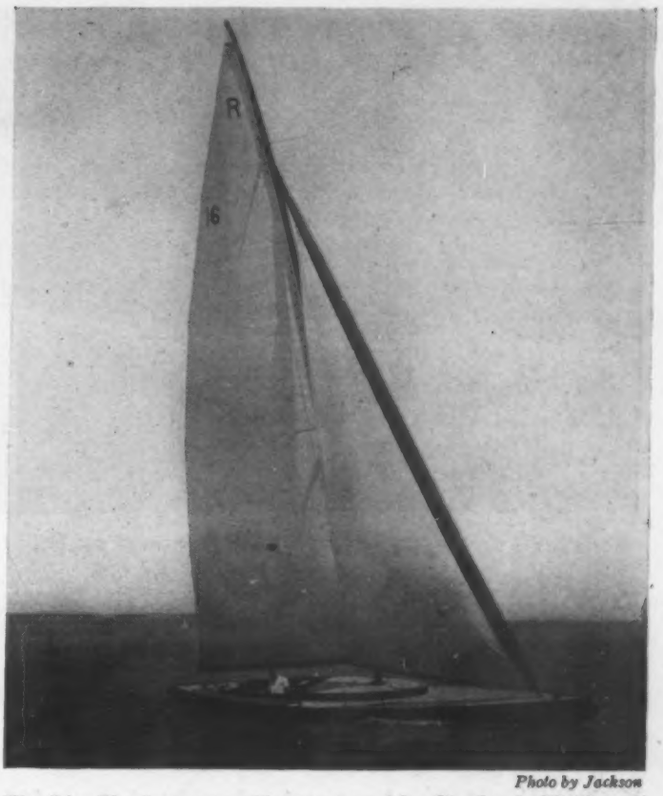


Photo by Jackson

The *Live Yankee*, a new 20-rater owned by Charles A. Welch, and the most radical boat of the year.

Marblehead and Lake Michigan Sailors Sail Crew Match

MARBLEHEAD has the reputation among yachtsmen for its light winds. However, Massachusetts Bay off Marblehead, during the intersectional match with the "Q" boats the first of July, belied this reputation, for the visiting yachtsmen from Lake Michigan encountered, in their three days' stay, every variety of wind and weather, with very little light racing conditions. In the past Marblehead yachtsmen have sailed three crew matches with the racing men of the Royal Canadian Yacht Club, of Lake Ontario, but this was the first series with the Chicago yachtsmen.

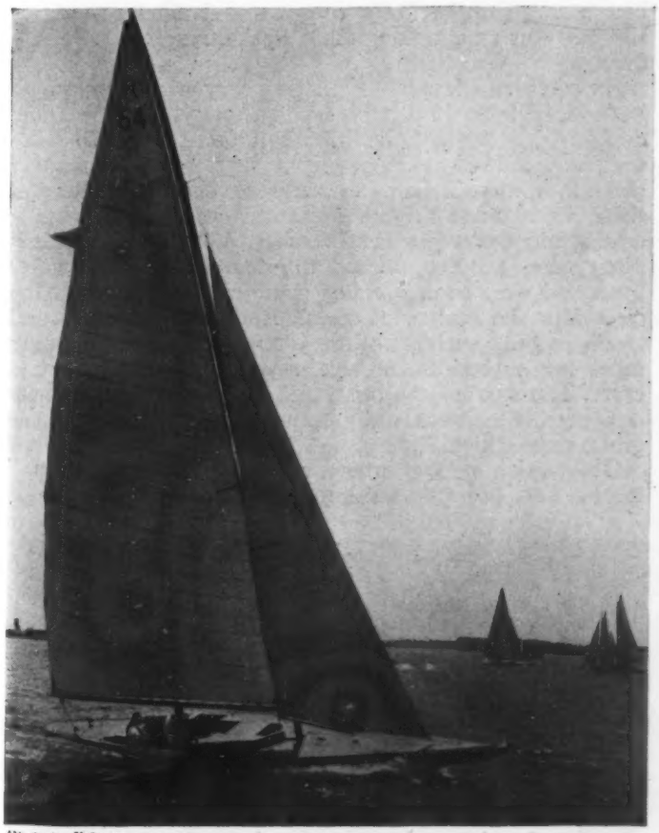


Photo by P & A

The new 20-rater *Puffin*, owned by Junius S. Morgan, Jr., has been doing well on the Sound.

The Class "Q" Association of Marblehead was the host. The crews changed yachts after each contest, so that everything was as even as possible. Marblehead has the strongest and most modern fleet of 25-raters in existence, and the four yachts selected were the most evenly matched of the entire fleet of ten. Those chosen were *Hornet*, Burgess, Swasey & Paine design, champion of the class in 1926; *Falcon*, another from the same designer, new last year; *Lorelie*, formerly *Sally XIII*, designed and built by Anker, in Norway, in 1925; and *Sally XIV*, another Burgess, Swasey & Paine boat of 1926, now entering on her first year of racing.

The hosts had one pronounced advantage in that they were sailing in home waters and with modern designed "Q's," whereas the visitors' fleet on Lake Michigan is composed of former Long Island Sound 25-raters, long since outbuilt. However, in the drawings for the boats in each of the three races, provision was made so that the two Marblehead skippers would not sail their own craft.

The contesting crews were:

Chicago and Columbia Yacht Clubs: Skipper Keith Pevear, Messrs. Alfred Karas, Fred Peterson and Albin Peterson.

Jackson Park Y. C., Chicago: Skipper James O'Rourke, Messrs. John O'Rourke, Arthur Reiman, William T. Whalen and David E. Callaghan.

Marblehead Class "Q" Association: Skipper Caleb Loring, Messrs. B. Devereux Barker, Donald C. Watson and Charles E. Cotting.

Marblehead Class "Q" Association: Skipper Edward M. Abbot, Messrs. Frank C. Paine, Fred Leviseur, and Laurence Damon.

For the Class "Q" Association the racing was handled by the Regatta Committee of the Corinthian Yacht Club, with former Commodore Henry A. Morss as the judge. The races were sailed over the regular courses used in Marblehead championship events, with the start and finish at the guide buoy, Marblehead Rock.

(Continued on page 88)

Photos. by Rosenfeld

More sport per dollar of investment can be had in outboard racing than in almost any other class.

The Outboard Racer Has Its Day

Phenomenal Speeds and Plenty of Thrills Bring the Lowly Little Craft into Great Popularity

By H. L. Stone

TIME was — and not so long ago at that — when to have prophesied that a high-speed racing outfit, with all the attendant thrills of 30 miles per hour upon the water, could be had for only a few hundred dollars, would have stamped one as a candidate for the psychopathic ward. Those were the days when standardization in boats was nothing but a name, and said 30 miles-per was attainable only by the outlay of several thousands in hard cash of the realm, much grief and anguish, and often bitter disappointment in the end. Even with the coming into its own during the last two years of the standardized express runabout, with its reliable performance and moderate cost, one somehow did not yet visualize the racing boat and high speeds for any except those ready, willing and able to pay the price.

No one then thought of the handy and useful little outboard, already becoming very popular, as anything but a utility power plant for very small craft, with a maximum speed of some 8 or 10 miles. That, of course, was when engine speeds in these "portables" were comparatively low — from 1500 to 1700 revolutions per minute. With the small propeller used these speeds did not greatly enthuse those looking for the above mentioned 30-per, or thereabouts. Then the competition for more power in these handy, portable outfits led manufacturers to "jack up" the revolutions as the only way to greater power without increasing the size, and this gave some of those bitten by the "speed bug," but without an unlimited bank account, their chance. With horse powers ranging from 4 to 8, and revolutions up to 3000 or so, here was an opportunity to get speed afloat, provided the hull was small enough and light enough to be easily driven.

Soon, from all parts of the country came reports of little craft, from 10 to 16 feet long, many of them home-designed and home-built, hitting it up at 15 or 20 miles per hour, and before long every regatta program included classes for these little outboard-powered boats. Many of these were crude affairs, not much more than oblong crates, but when properly balanced so that they would plane, they scooted around the course like huge water bugs and were soon pressing some of the regular racing classes in the matter of speed. And as for the fun and thrills possible with the outfit, just watch one of the many races for outboards, or ask anyone who owns such a craft. The smaller the boat, and the closer to the water one gets, the more one "senses" the speed and the greater the "kick."

Then, with serious intent, some of the "best minds" in the field began to design and build speed hulls just

Surprisingly high speeds with small power are possible in these light hulls when balanced so that they plane easily.

Every conceivable type of boat is seen in the large fleets that fill every outboard motor race.

for these motors, and engine manufacturers developed certain outboards particularly for racing purposes. The immediate result was that speeds began to go up until soon some 25 miles per hour were attained. Then, this spring, a record of 29.26 miles was made over a properly measured course. Before this summer is over it is safe to predict that this record will be bettered.

To show the popularity of the outboard classes for racing, one need look no further than the first New England speed boat regatta at Boston, in June, when over one hundred of these little craft were entered for the racing — or more than three times the entries of all the other classes combined. Now the course at Boston was somewhat exposed, and for some of the races the water

Many of the outboard motor racing hulls are single step planes.

was rough, yet these little boats showed up at the line in great numbers, they got up and planed, and bumped around the course at close to 25 miles per hour. Some of the larger classes, with 100 h.p. engines, only bettered these speeds by some 5 miles. Is it any wonder that the outboards are making a tremendous and successful bid for popularity?

The chief requirements for a successful hull for outboard racing are lightness and ability to plane. The former is achieved in boats weighing only from 100 to 200 lbs., — some even less than this. Most of the good stock models plane exceedingly well, the majority having a single step in the bottom so that they climb out easily when at speed. In the various classes there are practically no restrictions as to hull design. Anything that will float an outboard and one person will get by, and the classes are graded by the cubic content of the cylinder, or piston displacement of the engine. For instance, engines rated up to about 2½ h.p. will fit in one class, those up to some 4 h.p. in another, and the "big twins" of 6 to 8 h.p. in a third. It is all very simple and elemental, and for that reason also very appealing to the average man.

And as to cost — well, the price of an outfit is not such as to deter anyone who really wants to "get into the game." Complete stock racing hulls can be had from $100 up to $250, many of these being of excellent design and workmanship. The engines (high speed) can be had from $140 to $165 for the smaller sizes, up to some $200 for the larger two-cylinder motors developing from 6 to 8 h.p.

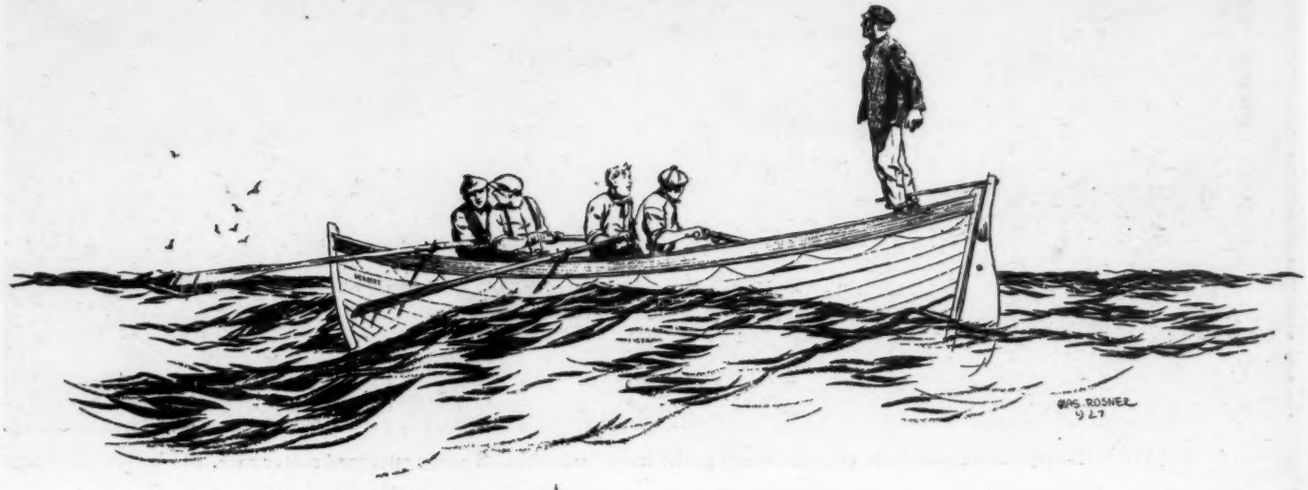
Of course, one can build his own hull if he has the time, skill and inclination, and such a craft need not cost her owner over $50. Some have cost as little as $25 it is claimed. So it will be seen that a complete outfit — engine and hull — need not set one back more than $200 to $400, depending on the class in which he desires to race. Measured in terms of enjoyment and thrills it's cheap at the price, and the future of the outboard as a racing proposition is assured.

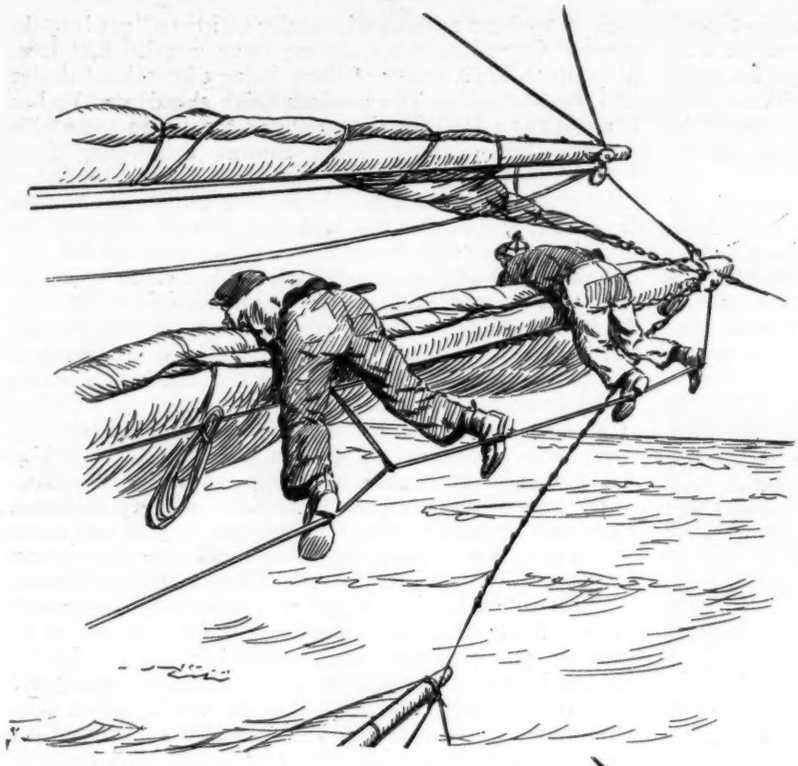
Which reminds us of an incident connected with the early development of the automobile, as told by a boat builder at present turning out stock craft in New England.

In the early days of the motor car industry this man, then an automobile manufacturer, sat in at a conference at Cleveland with most of the leaders in the then young industry. Present were Messrs. Winton, Olds, Thomas, and others whose names are well known in automobile circles. Each man was asked to give his estimate of the possible yearly market for automobiles in the United States. It is said that the estimates ran from *only 500 to 1000 cars annually*. In view of what has happened since that conference, there is little danger of any of the boat and engine manufacturers of today suffering from such astigmatism as to the future of the sport.

Some nine feet of racing boat in which plenty of thrills are possible.

When Seamen Were Sailors





In these drawings of life aboard a windjammer, the artist, Charles Rosner, has preserved the spirit of the old "sailor of the sail." Several of the artist's early years were spent in the foc's'le of deep water ships, in their last brave stand against steam.

Above: "Man overboard!" The mate, standing in the stern sheets, looking for the unlucky sailor.

At left: On the yardarm, stowing the lower topsail.

Below: Running up the royal.

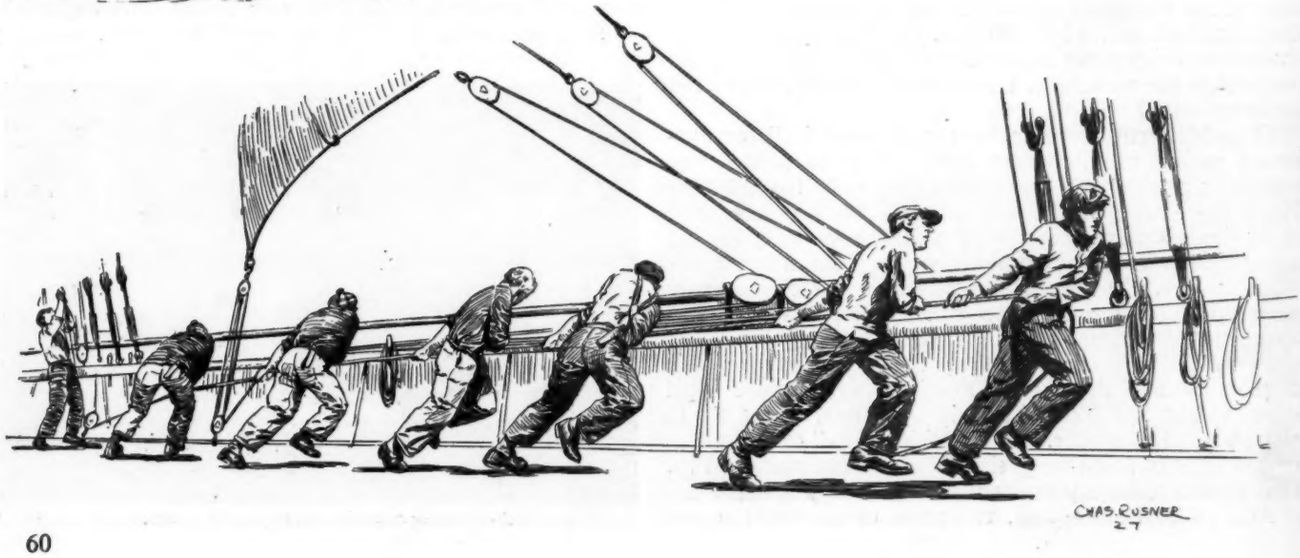


Photo by M. Rosenfeld

At 30 miles an hour down the course of the recent Yale-Harvard boat race at New London in a 26-foot Chris-Craft express runabout.

The International 6-Meter Class in Scandinavia

A Survey of the Fleets from Which the European Contenders for the International Races off Oyster Bay Will be Picked

By NAVAGADOS

IN connection with the international contests in the 6-meter class to be sailed here this season, it may be of interest to see how the Scandinavian nations have prepared themselves, especially in view of the competitions for the Scandinavian Gold Cup, now possessed by the Seawanhaka-Corinthian Y. C., and the One-Ton-Cup, taken to England by the *Zenith* in 1926. Unusual efforts to regain the Gold Cup are being made by both Norway and Sweden.

Sweden

Sweden is, no doubt, leading all the nations in turning out a large number of "sixes" this season, the total number of new boats being seven. On the east coast there is *Liljan*, designed by T. Holm, and already known through her successful competitions at Genoa. Then there is *Aloha III*, designed by G. A. Estlander for the Royal Swedish Y. C.; *May-be*, by the same designer for Sven Salen, and finally *Paradox*, a really paradoxal creature in every respect, designed by Yngve Holm, for Eugenie Holm. *Paradox* has no overhangs at all, the l.o.a. and l.w.l. nearly covering each other. Other novel features are a very long bowsprit, a main boom, extending about seven feet beyond the counter, a sail area of about 57.5 sq. meters and, of course, a lead keel of quite uncommon dimensions.

On the west coast, there are two "sixes," one built for a syndicate in the Royal Gothenburg Y. C., from the board of C. Holmström, and the other, *Ultrix*, designed by G. A. Estlander, for a syndicate in the Aeolus Y. C., Gothenburg, the rig of which is based upon the same idea as Sherman Hoyt's experiment, namely, a big jib, carried on something that may be called a foremast, and a mainsail of lesser area, carried on a second pole, or mainmast, both masts meeting at the top.

Finally there will be a seventh newcomer on the east coast, but as to designer or owner everything is still in the dark.

There is already in existence an excellent fleet of first-class "Sixes," of which at least half a dozen are fully up-to-date.

Norway

Johan Anker, the well-known designer, has turned out quite a number of new yachts to the International Rule, both for Norwegian and foreign owners. As to "Sixes," there was *Quand Meme II*, built to the order of the Duc Decazes at Arcachon (France), and another one, *Sioma II*, for Claud A. Allan (Scotland), that left the stocks the beginning of May. The Norwegian Crown Prince Olaf, a keen yachtsman, had a new *Oslo*, and Thom Olsen, lucky owner of a "twelve" (*Figaro IV*), but unlucky, because there was no other "twelve" to compete against, ordered a "Six," the *Figaro V*, built on nearly the same lines as *Sioma II*. Another "six," the *Noreg*, was built for a syndicate under the leadership of the Crown Prince. Of all the "sixes" Anker turned out, only the *Sioma II* and *Figaro V* are fitted with hollow masts.

Bjarne Aas, a new star on the horizon of yacht designing, seems to become a somewhat dangerous competitor to Anker, and in recent years he has turned out many successful "sixes," not only to Norwegian, but even foreign orders, such as Dutch, English, French, Belgian, Danish and Batavian. This season Bj. Aas delivered to Baron Ph. de Rothschildt *Monsieur Cupidon I* about the end of April. For Norwegian owners he built the *Noekken* (syndicate) and the *Hankö* for his own use. Finally there will be a new *Start* for S. Soellberg. It may be mentioned that Bj. Aas is furnishing his "sixes" with sails of his own make, and in several cases he has managed to deliver a "six" within three weeks from laying the keel.

Besides these new yachts there are a good number of excellent older yachts. First may be mentioned the Fife-designed *Fairlie*, which during the winter has gone through some alterations. Further there are the Anker-designed *Jan II* (1926), *Elisabeth IV*

The bow and stern of the 6-meter *Paradox*.

(1926), *Una II* (1923), and last but not least *Lisbeth III* (1926).

Thus Norway can be considered to be pretty well prepared for the races on Long Island Sound. Besides these sixes there are two new 8-meters, one designed by J. Anker, and the other by Bj. Aas. Anker has even built an 8-meter, *Thamar* for Robert & John Aspin, Scotland.

Denmark

In Denmark some difficulties were met in building a challenging yacht for the Gold Cup, due to the fact, that competing yachts must be of national design but a way was found at last, and A. Jensen, an amateur designer, constructed a 6-meter yacht to the order of a syndicate in the Royal Danish Y. C. Originally there were plans to build two "sixes," but due to financial reasons this had to be abandoned. But even in Denmark there is an excellent fleet of international yachts. Mr. Wessels' new Swedish-built *Ay Ay Ay* has just been delivered, and another "six" has been built in England to the order of a well-known Danish yachtsman. Mr. Hassekbalch has bought the Swedish *Louise* (1926), and finally, champions *Vivi* and *Raeven* are now to be found under the Danish flag.

Cruising Days and Cruising Ways

WE loaded all the junk aboard,
Cast off the mooring-buoy;
The northwest wind about us roared
And filled our hearts with joy.

But when at noon it gently died,
With "Cable Crossing" near,
Though drifting backward with the tide
We could not anchor here.

The motor also seemed quite dead,
And would not be revived;
While Sol right warmly overhead
With calm defunct connived.

We stood upon the burning deck,
All ready for a plunge;
Our zeal received a sudden check
Before we made the lunge,

For undulating jelly-fish
With poisonous feelers free,
By thousands there did swirl and swish
In the surrounding sea.

Upon our frames with saddened mien
Our clothes again we hung—
Tho' overside we hadn't been,
We certainly were stung.

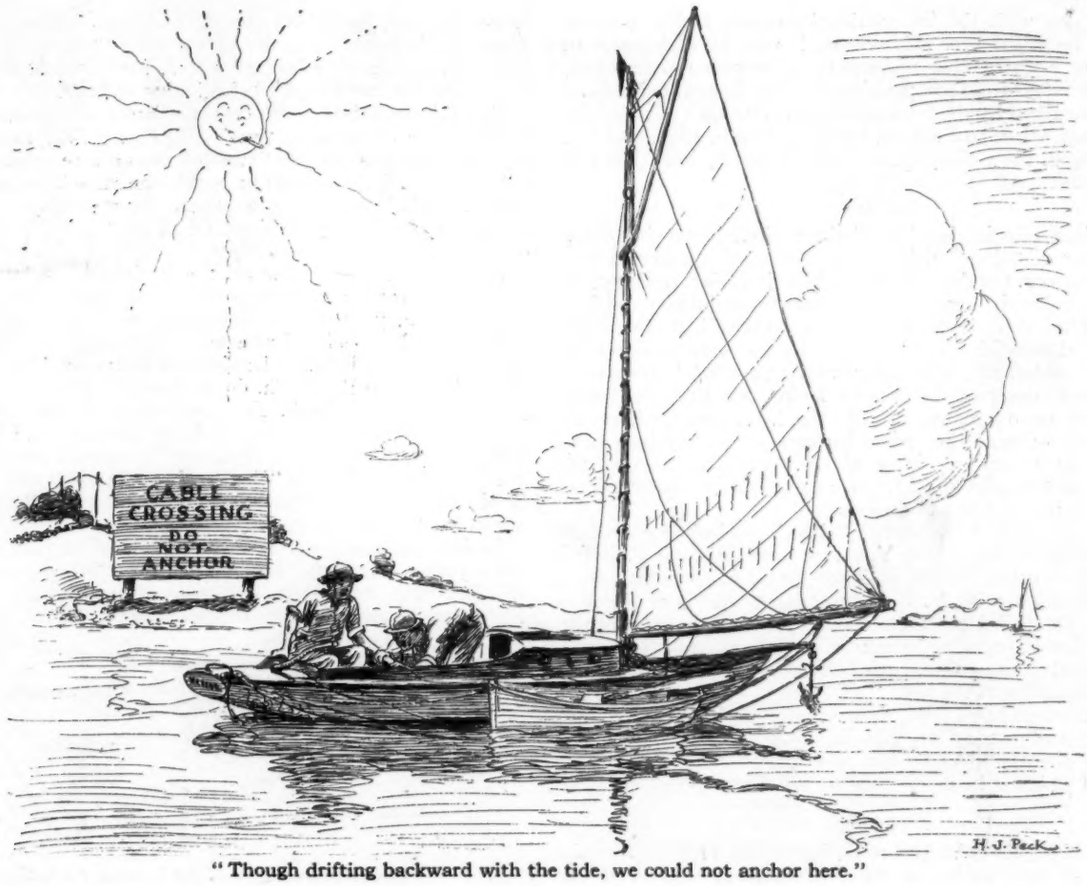
At last a breeze sprang from the south
To waft us on our way,
It bore us to a harbor mouth
Upon the dying day.

The gentle raindrops in the night
Came percolating through—
To have a cabin good and tight
While cruising, wouldn't do!

The wind was rising very fast,
To hold became our hope,
As, in pajamas, by the mast
We gave the rope more scope.

And so, thro' all our week afloat,
We met with such-like joys
And high adventures in our boat,
To tell the yacht club boys.

H. J. PECK



"Though drifting backward with the tide, we could not anchor here."

Notes from British Waters

By MAJOR M. HECKSTALL-SMITH

BY the time that these notes appear, Cowes Week will be in full swing and the Clyde Fortnight, and our Western Regattas, will be events of the past. At the time of writing, however, there appears to be every chance of an interesting season. Our Twelve-meter Class, which is, of course, our biggest international class, is showing excellent sport, both in the south and on the Clyde. There are now seven boats in the southern section — one of these being a new yacht from the board of Charles Nicholson for Sir William P. Burton, the Junior Vice President of the Yacht Racing Association. The Clyde contingent of three yachts is made up of Sir Thomas Glen Coats' last season's *Iris* and two new vessels from William Fife's famous Fairlie yard.

The "Twelves" are very able little craft and they are of a size which appeals to a large number of British racing yachtsmen, as they are large enough to live on board and are capable of making the necessary passages around the coast in safety, and also with a reasonable amount of comfort. Their leading dimensions are somewhere about 66 ft. over all, 42 to 43 ft. on the load water line, 12 ft. beam, and 8 ft. 6 in. draft. They have from 20 to 21 tons displacement and their sail area varies from 1925 square feet, on the Clyde boat *Iris*, to 2100 square feet on the Norwegian-built, Anker-designed *Noresca*.

For the first four seasons' racing in this class the yachts have been fitted with solid masts — that is to say, the masts have been solid for their lower two-thirds above the deck, the upper third being hollow. At the International Conference between the North American Yacht Racing Union and the International Yacht Racing Union, which was held in London early this year, the very reasonable agreement was arrived at which now allows the use of hollow masts in the international classes. Admirable as the new regulation is in principle, the opening of the season — in so far as the twelve-meter class is concerned — has been attended with disastrous results. Within eight days during the early racing, two of the "Twelves," the Nicholson-designed *Doris* and the Fife-designed *Moyana*, lost their masts. I have no information as to the cause of failure in the case of *Moyana*, but I have it on the best authority that *Doris*' mast simply failed to do its duty as a strut. This mast was perfectly built, of excellent material, by Camper and Nicholson, but it was not strong enough to stand up to the compressive load put upon it when the yacht was sailing to windward in a strong breeze and a heavy sea. Incidentally, *Siris II*, a new eight-meter yacht from the board of F. C. Morgan Giles, also broke her mast on the first leg to windward of her first race. This happened at Cowes in a whole sail breeze.

The immediate result of these mishaps has been to make yachtsmen wonder if they have been wise in permitting the use of hollow masts in the international classes. While not having any doubt in my own mind as to the wisdom of the decision arrived at by the experts at the joint conference, in so far as the principle is concerned, I cannot wonder at the uneasiness felt by the owners of the twelve-meter yachts when, in the two races during which the masts were lost, only one yacht out of five starters finished in the first race, and only two out of six in the second. The opening of the season for the 12-meter class in the south must have been a nightmare for the owners and skippers of the yachts. In the north, too, at the opening of the Clyde Fortnight, there has been, in one case at least, the same mistrust as regards the ability of a "12-meter's" mast to stand up to its work.

The trouble has been not that hollow masts in general are in themselves unsatisfactory, or of insufficient strength, but that the particular masts which have failed, or which have shown signs of weakness, have not been strong enough to bear their compressive loads under the conditions to be met with in a thrash to windward in a heavy, pounding sea.

It was generally agreed by the experts at the late conference that the shell of the mast should be one-fifth of its diameter. Mr. Clinton Crane, in particular, was most emphatic upon this point. While saying that he could go lighter, Mr. Crane definitely stated that he would be "happier with a fifth." On this important point he had the backing of Mr. Charles Nicholson, Mr. Johan Anker and Mr. Alfred Mylne. Mr. Fife was, unfortunately, not present at the time when hollow masts were discussed. In spite of the fact that it was agreed that the shell of a mast should not be less than one-fifth of its diameter, it was ultimately decided that a minimum thickness should be adopted for each class, and that for the 12-meter class one and three-fourths inches should be the limit of thickness. Obviously, one and three-fourths inches would be nearer one-sixth than one-fifth for the mast of a "twelve," but, nevertheless, this minimum was agreed to. It was also decided that the minimum thickness of shell at the greatest diameter of the mast should be carried the whole way up to the top of the mast, from the height of one foot above the deck. For the shell of a hollow mast to be of uniform thickness throughout its whole length means, of course, that the spar is weaker than it should be for its weight. No regulation was made as to the diameter of a mast in relation to its length.

As Mr. Norman Skene points out in his admirable little book on the *Elements of Yacht Design*, hollow spars are not only of obvious advantage in racing boats, but are also almost as desirable for cruisers. It would be a pity, therefore, if hollow masts were to get into disrepute because adequate care has not been given to the regulations which govern their dimensions for racing craft under the International Rule.

Star Internationals To be Sailed This Month

FOURTEEN challenges have already been received for the Star Class International Championships to be held during the week of August 29th on Narragansett Bay. With two weeks more within which additional challenges can be filed, it looks as if all former records would be broken. The Star Fleets that have challenged to date are:

Narragansett Bay (Defending)

Philippine Islands	Bahia de Cienfuegos
Hawaiian Islands	Lake Michigan
Flota de la Habana	Detroit River
Delaware River	Western L. I. Sound
Hampton Roads	Newport Harbor (Calif.)
New Orleans Gulf	Gravesend Bay
Central Lake Erie	Central L. I. Sound

This annual series of the I. S. C. Y. R. A. will start on August 27th. Arrangements are being made by the Narragansett Bay Fleet to take care of the record-breaking number of visitors expected this year. Contestants and officials of the Association will be taken care of at the Warwick C. C. headquarters. In addition to the regular prizes there will be the usual special ones for distant

(*Continued on page 92*)

Yachting

HERBERT L. STONE
Editor

SAMUEL WETHERILL
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EARLE D. GRIMM
Publisher

Editorial

Are We Making Too Big a Sacrifice for Speed?

THE tendency which has been manifest for several years in racing yachts to go beyond the limit of safety in spars and rigging seems in a fair way to come to a head, both here and abroad, this summer. Already, with the season not yet a month old, the toll of lost masts and broken gear has been such as to make both naval architects and yacht owners pause in their desire to gain the last few seconds' speed, that may mean victory or defeat, by paring down weight of spars and rigging beyond a reasonable degree. In the old days, when yachts were something more than "mere hollow shells," it was extremely rare that one heard of a mast going over the side. Yet in the first month of racing here the number of such occurrences has been, to our mind, beyond all reason. One of the New York Yacht Club "Fifties" lost a new stick soon after it was fitted, one of the new "Tens" lost her mast in one of the early races, several masts have gone by the board in the 6-meter fleet; *Doress*, a 20-rater, lost two masts, in consecutive races, *Live Yankee*, another "Twenty," carried away her stick in her fourth race — and so it goes. From England comes the same tale of woe — two lost sticks in the 12-meter class, one in the 8-meter, several in the "Sixes," etc.

Granting the keenness of the competition that urges architects to "take a chance," it seems to us that the continued practice of going beyond the limit of safety, with hollow masts of insufficient shell thickness, and shrouds and stays of inadequate strength to stand the strain of a moderate breeze, is going to have a detrimental effect on the sport at large. It is going to produce a boat suitable for only one kind of weather — light — and it will mean that those with yachts built to sail in a zephyr will not leave their moorings in even a whole sail breeze. It is going to make the sport so expensive that only a few can indulge in it, and above all, it is going to kill real seamanship.

Don't Kill the Breed of Sailors

Already the building up of a racing fleet designed for "the prevailing light summer weather" is breeding an inclination on the part of many owners to refrain from racing in a breeze, or under unfavorable conditions. When we see races postponed and yachtsmen refusing to come out when the breeze is fresh, because they are afraid of their gear, there is grave danger of our becoming "light weather sailors," and of our losing the ability and desire to handle a boat in a breeze and rough sea. If this should come to pass the sport would indeed be sunk to a low level.

Of course, the answer to this is that one is not justified in taking a chance of losing his spars, or ruining expensive canvas, by racing under adverse conditions and perhaps missing the succeeding races, or a good part of the summer, while undergoing repairs. But the point is that both the boats and the gear should be able to stand a hard sailing breeze now and then without undue danger. Also, most racing yachts have more than one suit of sails available and an older suit could be bent for hard weather races without the danger of ruining that "perfect" light-weather sail.

The tremendous popularity of ocean and long distance racing proves that there are still many yacht sailors who have faith in the ability of their boats and who are willing to go out and take what comes. In fact, in many of these races they have to take it, because there is no way of ducking after once starting.

Now there is, of course, a vast difference between the types of yachts developed for ocean racing and for afternoon racing in more or less sheltered waters, and we are not advocating that yachts built for racing on Long Island Sound or at Marblehead should be as staunch or as heavily built as those for off shore work. Far from it. All one could ask is that the "margin of safety" in the present racing classes should be such as to make a man reasonably sure that his craft will stand the gaff when it breezes on and the sea gets lumpy.

If this is not done, we'll probably have to look to the ocean races to preserve the all 'round skill and seamanship that we look for in our yacht sailors.

New Rating Yachts Not Showing Much

The crop of new rating yachts turned out this year has not, as far as racing to mid-season goes, shown anything surprising, or, as the saying goes, "got the world by the tail." But it is still entirely too early to tell just how good, or bad, they may be, and the tendency in yachting circles to condemn them on their showing so far is entirely uncalled for. Many of these critics will undoubtedly have to reverse themselves before the season is over.

In the case of *Katoura* and *Prestige*, exponents of the International and Universal Rule, respectively, neither has been away from the builder's yard long enough to get a line on her speed qualities. The former has been in only four races, the latter three, and neither was in first class shape. The *Prestige* broke her boom on the Eastern Cruise, and withdrew to go to Bristol for repairs. She will undoubtedly be heard from later. *Katoura* has had trouble with her sails and has not been raced enough to give her owner a chance to learn her.

The new "Sixes" have not startled yachtsmen on the Sound as yet, but they are apparently as good as the best of the old bunch, barring *Lea* in the conditions she likes. Junius Morgan's *Puffin* is the only new 20-rater to show form. She appears to be as good as the best of last year's crop, while at Marblehead the two new "R's" have yet to reveal any speed. However, the last half of the season may tell a different story.

In the World of Yachting

FREDERICK B. THURBER

AMONG those yachtsmen who like blue water and these long ocean races, Fred Thurber stands out as one who has, perhaps, covered more miles of open sea in small yachts than any of them. Yet in spite of this preference for long distance racing, he is also a keen skipper of small racing craft, and has many class championships to his credit. Perhaps Fred Thurber's greatest "claim to fame" is by reason of his voyage across the Atlantic in the little yawl "Sea Bird," when he and Ray Goodwin were crew for "Oldman" Day on that eventful voyage, in 1911, from Providence to Rome.

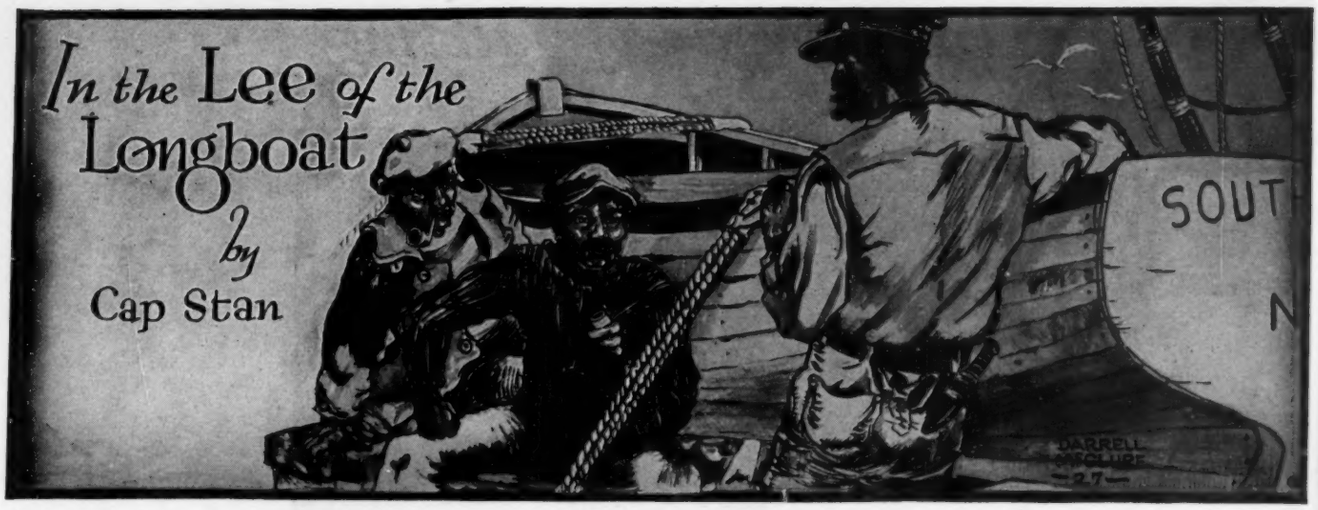
Like most good sailors Thurber commenced to sail and race when a youngster, in small boats, his first craft being the cat "Volante" and the 15-footer "Flying Fish," which he sailed on Narragansett Bay. He won two class championships on the Bay in the one-design "The Kid," one in the 22-footer "Little Haste," and later, another in the 25-footer "May Queen." He started his ocean racing in power craft, going to Bermuda in 1909 in the "Irene II" and in 1912 in the "Barbara," while in 1910 he was one of the crew of power cruiser "Nereides" in the Havana Race. He has sailed in most of the races for the Brooklyn Ocean Challenge Cup, and was with "Bob" Bavier in the last Bermuda Race in "Dragoon." His last long race was the New London-Cape May affair, when he helped to land the "Butterfly" in second place. Just to keep his hand in the shorter racing, he sailed on the Class P yacht "Stranger" on Lake Michigan, in 1913 and 1914.

Wherefore, we say, in spite of the non-seagoing rig in this picture, that he has wrung about as much salt water out of his socks as any of 'em.

In the Lee *of the* Longboat

by

Cap Stan



THE two long distance races of the season went off with a bang and will be the subject of discussion for many a day. It's hard to say which was the more successful. The Cape May Race attracted the most starters — 26, equalling the record set in the 1925 Larchmont-Gloucester affair — and was a fine contest from start to finish. The Gibson Island Race saw 17 boats go over the line — and what a race it was! For over twelve hours six or seven of the boats were almost within hailing distance of one another, only to be split up by a shift of wind, fish nets, and shoal-dodging off the Virginia coast. The slower boats had a tough time of it getting to the finish in light, fluky weather; but that's all in the game, and the reception tendered all hands at Gibson Island wiped out all thought of hardships and hard luck.

The "shore end" of both races was admirably taken care of. At Cape May the Coast Guard were right on the job towing the boats into Cold Spring Harbor as fast as they finished. The Corinthian Club provided launch service, clubhouse facilities, and all kinds of entertainment both ashore and afloat. At Gibson Island the Coast Guard came to the fore again, and provided an Eagle boat for the Race Committee to use as a Committee Boat at the finish. Again was there entertainment galore, and every man Jack of the bunch was received with typical southern hospitality.

In the first race, "The Battle of Montauk Point," where the leaders, hung up in a strong head tide and light head wind, had their hard-earned lead wiped out by the smaller and slower craft, was really the turning point of the race, as the ground gained and lost there had an important bearing on the finish of a number of boats. Despite varying weather — calms, squalls, and strong breezes — the order of the finish was very much the same as the order of rounding Montauk.

All hail to the little sloop *Duckling* and her game crew, headed by Charlie Atwater. She sailed a fine race, upset all the dope, and then astounded everybody by setting sail for Bermuda a few hours after the finish. Charlie is certainly a hound for punishment.

Some of my pre-race dope was good, and some of it wasn't. *Sachem* was a flivver. She seemed to have the speed in spurts, but she was a brand new boat, totally untried, and her crew were quite unfamiliar with her complicated rig. She'll come through yet. *Malabar VIII* and *Teal* came through. *Malabar VII* withdrew — cross her off. *Butterfly* was the first to reach Cape May, with *Azor* and *Alert* close up, the latter not doing as well in either race as she might have. *Scimitar*, ex-*Fei Seen*, would have been up with the leaders with any kind of handling. Altogether, the dope ran pretty well to form.

Fish nets on both the Jersey and Virginia coasts had a hand in the results. *Teal*, *Windjammer* and others barely escaped trouble in the first race, and lost some time as a result. *Teal* got tangled up in one in the second race and lost valuable time. The nets in Chesapeake Bay seemed few and far between, and I understand that after June 1st both the nets and the poles are removed, or at least the bulk of them.

I heard the opinion expressed several times that boats like *Butterfly*, *Azor*, *Alert*, *Sachem*, etc., had no business in a race for cruising craft "qualified for offshore cruising and racing." Others thought that they should be allowed to enter, but that a new rule for handicapping should be devised whereby they would be more heavily penalized, as is the case in the Fastnet Race in England. Whether future ocean race committees will see fit to accept their entries remains to be seen, but as sure as shooting a new measurement rule will be devised before 1928. It should take into consideration l.o.a., l.w.l., beam, displacement, and sail area. We'll see.

* * *

The success of the new 10-meter class was instant and complete. Not an owner who was not highly enthusiastic over the appearance of the boats in general, and the evidences of superior materials, construction, workmanship and equipment were quickly noted by either a casual or critical observer. The crews who brought the boats down from Halifax were impressed with the action of the boats in hard going, while half a dozen races have proven the new craft are decidedly speedy.

The report that Marblehead yachtsmen consider the 10's "chunky and ungainly" might have been expected. They seem to be completely blinded to, and prejudiced against, any boats built to any other but the Universal Rule, despite the fact that every other section of the country, and all foreign countries, can see the hole in the doughnut — even the hidebound New York Yacht Club, which has recently come across with proposed changes in the Universal Rule. What a pity that Marblehead vision is so astigmatic.

* * *

"This business of building yachts abroad is all wrong — the work should go to American shipyards, otherwise how can we expect our builders to keep going? Just think of the money the American yards are losing." So speaketh the first yachtsman.

(*Continued on page 82*)

Heard Through the Porthole

ACCORDING to advices from our operatives in Boston, Charlie Welch's sensational, not to say freakish, so-called R boat, *Live Yankee*, turned out to be nothing but another Q boat after all, when they launched her and measured her. So they had to pare a lot of lead off her keel and now, the operatives report, she is taking it on the chin regularly from most of the other twenty-raters.

Live Yankee, however, has done one thing. She has inspired a poem which is becoming popular among the Marblehead shellbacks. Something to this effect:

"Some likes sloops that sail like Hell, though boats ain't what they are
With double-luffs and spinnin' masts, and the jib-stay a wooden bar,
But I wants gear as looks like gear, an' a spar that looks like a spar.
Nor I don't want my boat all lead, nor a half-tide rock to be,
That soaks you through and drives you home when you strike a lump of a sea.
So build me a ship as *looks like a ship*, and that'll do for me."

For which Miss C. Fox-Smith will please accept our best apologies.

* * *

That isn't the only poem of the month, either. The other one runs like this:

"You are old, Father Corry, the Star man said,
And your hair has become very white,
And yet you incessantly stand on your head;
Do you think, at your age, that is right?"

George Corry, septogenarian parent of the Star Class, was seen standing on his head on a coil of rope aboard Floyd Carlisle's schooner *Michabo* for ten minutes the other day, and in a heavy sea at that. A young lady newspaper photographer was taking his picture, which may have had something to do with it. The father of the Star Class, who, by the way, is in a fair way to win the Western Long Island Sound elimination series this season, and sail on Narragansett Bay in the Internationals, attributes his suppleness and absence of high blood pressure to drinking plenty of straight vaseline.

* * *

Speaking of the aerodynamics of sails, Gordon Raymond and Lint Rigg conducted a most interesting experiment off Newport in *Esquila* last month, whereby they proved that a balloon jib set upside down does not draw as well as a balloon jib set right side up.

* * *

Yankee, predecessor of the more-or-less *Live Yankee*, didn't do so well when "Jimmie" Alker first brought her out in the Sound this season, and there were dark hints that "them Yankees" had put a curse on her or tied a bucket to her rudder before they sent her West. However, she has done better lately, especially in heavy weather, so maybe "Jimmie" just hadn't got the hang of her.

* * *

Little Miss Katherine Atwater, twelve-year-old first mate of the sloop *Duckling*, was the heroine of the Cape May Race. Set ashore at Cape May the morning after her arrival, she admitted that she had "lost the same lunch eleven times" on the way down, had slept, when she slept at all, on the rather inadequate deck of *Duckling*, and that she had seldom, if ever, been dry since the race started at New London. Nevertheless she maintained that she had had a wonderful trip.

* * *

Like the restaurant proprietor who always goes out to lunch, Starling Burgess and Lint Rigg have bought a Herreshoff yawl for their own use. She is the little *Pleasure*, designed by the Wizard for himself. He sent her north for them to sell, and they fell in love with her on sight and just couldn't part with her.

* * *

Sherman Hoyt, sailing *Malabar VII* in the Cape May Race, proved that if there are enough holes in a boat's bottom the water will run out. Sherman was awakened the first night off the back side of Long Island by water sloshing around in his bunk. She was heeled away down, and he rushed on deck and started to get sail off. A few minutes later the professional whispered in Sherman's ear that there was six inches of water over the cabin floor.

"My God, it wasn't there twenty minutes ago," said Sherman, and headed for home and mother. They tried the pumps and soon got air.

In another half hour the squarehead reported, in somewhat mystified tones,

"Mr. Hoyt, the water is all run out of her."

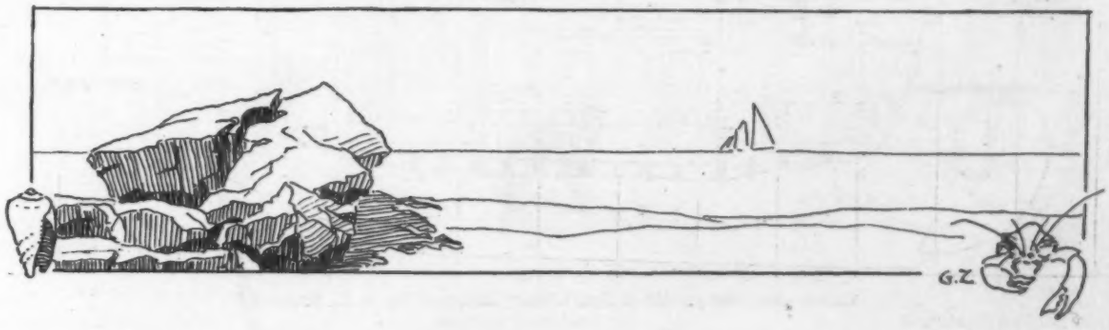
It seems that *Malabar's* cabin floor is uncommonly tight, and that the water, which had rolled down in her bilge when she was heeled, had flowed back onto the floor and took about an hour to soak through into the bottom.

* * *

Sherman Hoyt admits that when his new six-meter *Atrocia* is becalmed, if ever, it will be difficult to tell from any distance which way she is supposed to be heading. In fact, with the mainsail where the jib ought to be and the jib where the mainsail ought to be, Sherman is likely to get mixed up and try to sail her backward some time.

He concedes that *Atrocia* is designed mainly to show up a hole in the International Rule, with the sole object of getting the hole blocked. He dislikes freak boats, and thinks this is the only weak spot in the International Rule.

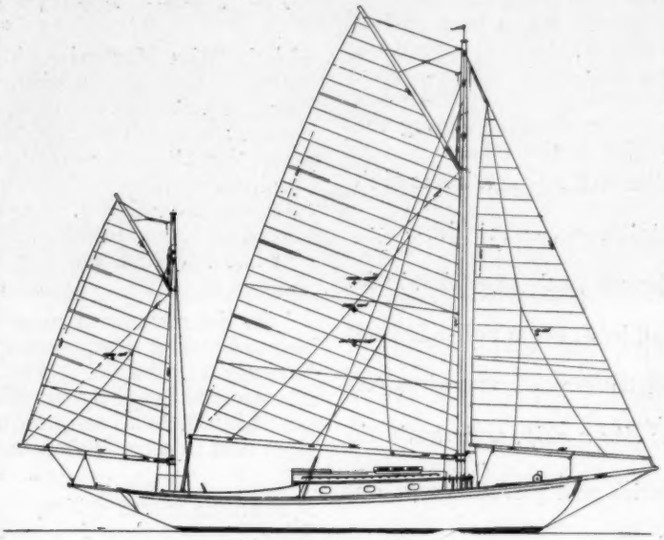
BARNACLE BILL



Sea Witch, A Cruising Yawl with Many Attractive Features

THE plans on this and the following page are of *Sea Witch*, the latest addition to the growing fleet of the Gibson Island Yacht Club. She was designed by Philip L. Rhodes, naval architect of New York, for Mr. Donald H. Sherwood, and built this winter at the yard of M. M. Davis & Sons, Solomons Island, Md. Her principal dimensions are: l.o.a. 34′; l.w.l. 26′; beam, 10′; draft, 4′ 10″; and she carries 690 sq. ft. of canvas in a conventional gaff-headed yawl rig.

In general appearance *Sea Witch* has moderate, well balanced overhangs and attractive sheer, the general proportions being excellent when it is considered that there is full 6′ headroom under the carlins of the cabin house. The sections are firm without being hard, while water lines and diagonals give promise of good performance under sail.



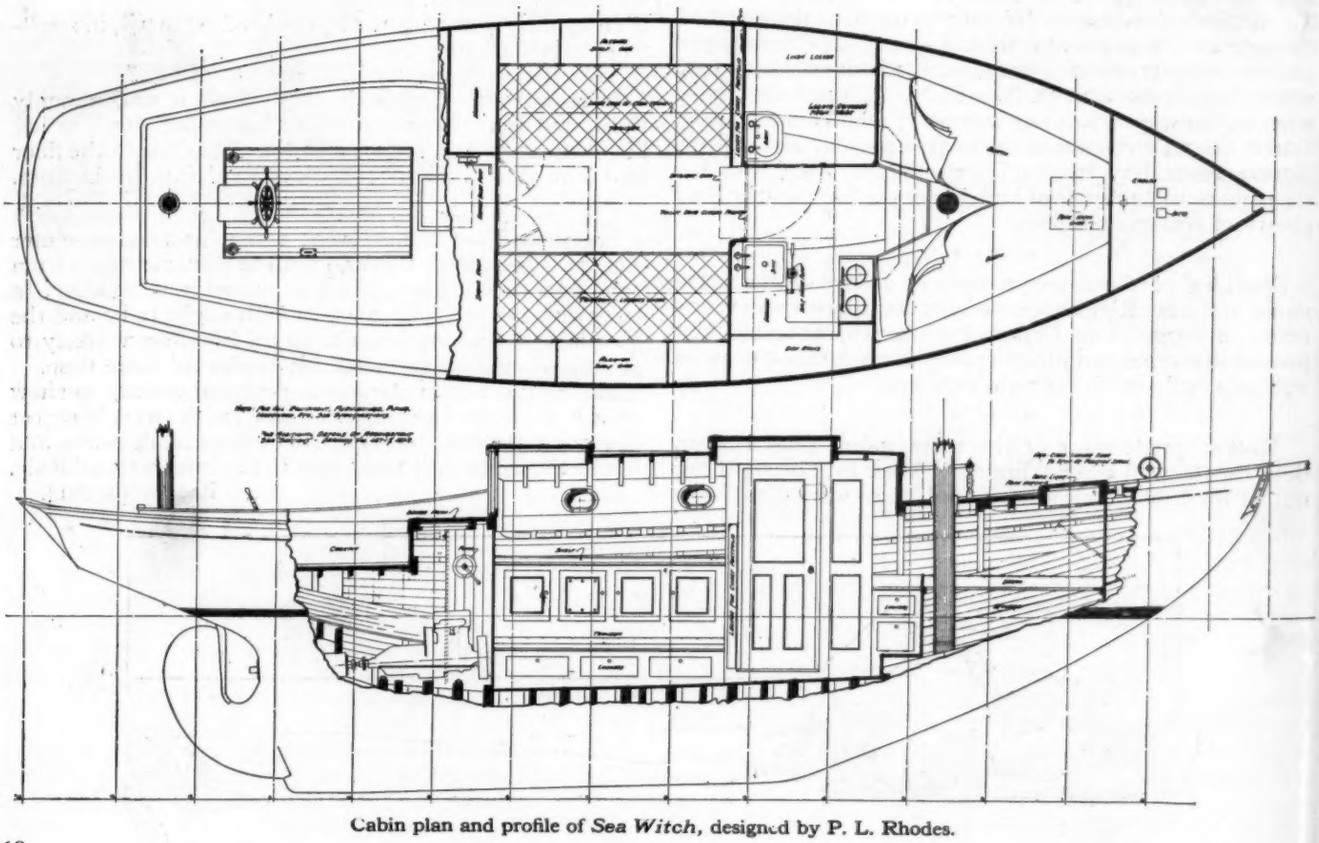
Sail plan of *Sea Witch*.

The arrangement plan, designed to meet the individual requirements of the owner, shows an engine room aft completely bulkheaded off from the cabin, where a Kermath Coast Guard 8–10 h.p. motor is installed. The main cabin is taken up primarily with two large transoms, over which are built-in lockers with shelf top, with central portions left open for the storage of bedding in daytime. A neat locker for charts is located just forward of the port bunk on the toilet room bulkhead. The toilet room, which is provided with full-sized basin, also has a linen locker and bin for soiled linen.

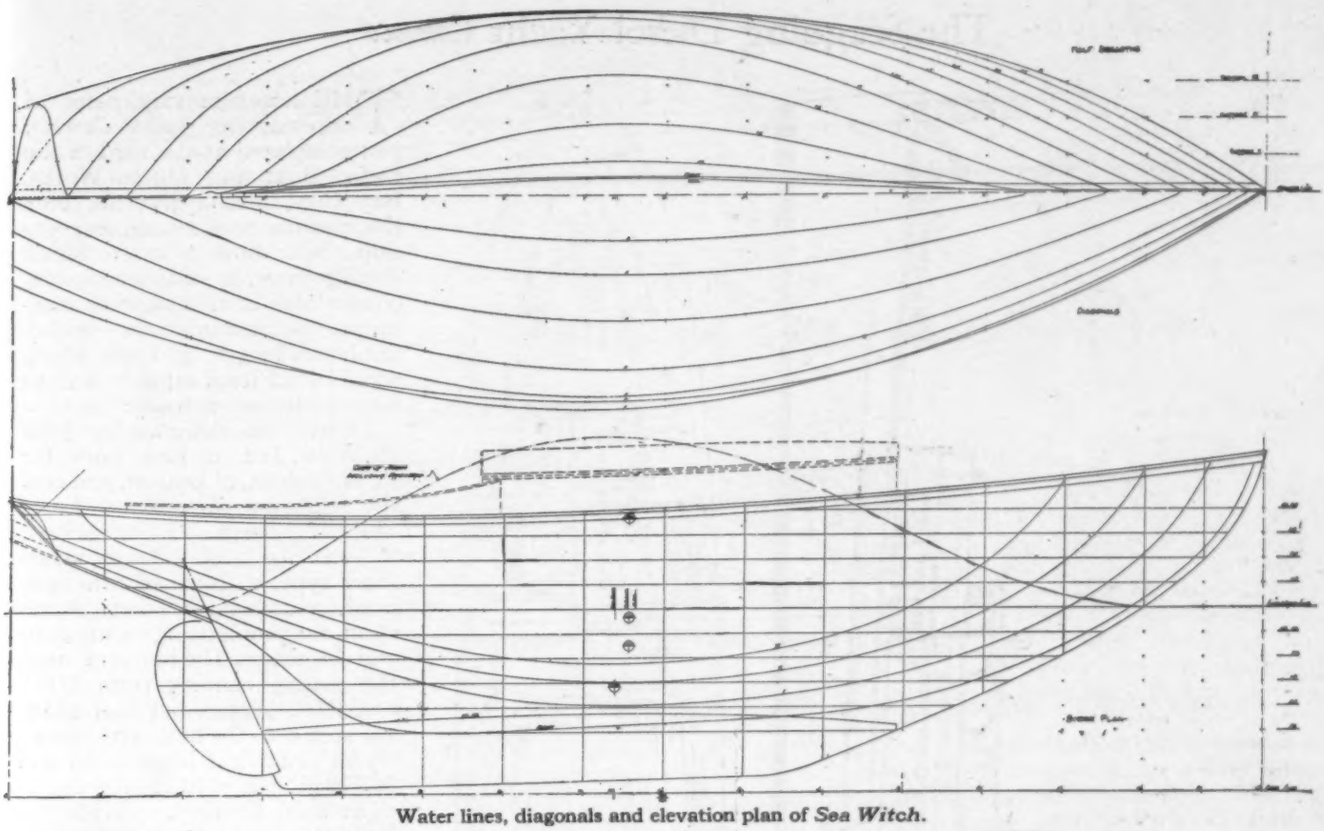
Opposite the toilet room is the galley, with Protane stove, sink, ice box, and an abundance of shelves and lockers. A large skylight ventilates this section of the boat. On the forward side of the ice chest is a bulkhead pump which delivers sea water to both the sink and the toilet hand basin, depending upon which faucet is open. Fresh water is piped to both the galley sink and toilet room basin through tin-lined copper piping.

Forward are located two built-in peak berths with large stowage lockers underneath. A chain locker is located farthest forward.

The material and construction are of the very best throughout. The planking is of long leaf yellow pine in narrow strakes in single lengths. The house and coaming are of Honduras mahogany and teak. The interior is finished in mahogany and cream. All ballast is carried outside.



Cabin plan and profile of *Sea Witch*, designed by P. L. Rhodes.

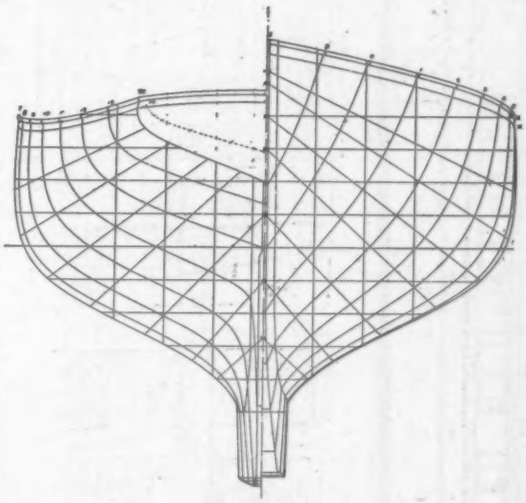


Water lines, diagonals and elevation plan of *Sea Witch*.

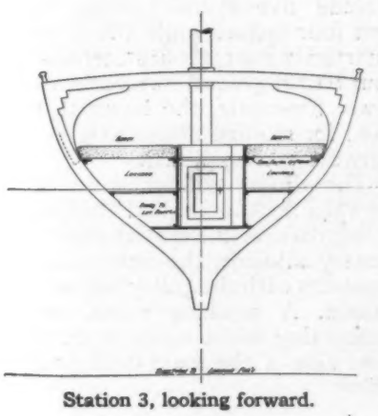
The deckhouse is but 5′ wide, permitting wide decks. An Edson steerer is used, and Merriman blocks and fittings employed throughout.

Commenting upon the performance of *Sea Witch*, the owner writes: "Under power in still water at three-quarters throttle we estimated we were doing at least six miles an hour, making much better speed than I had hoped. She is particularly sensitive on the helm, and in the light airs swings about as quick as a cat. On the other hand the helm needs little attention when the sails are properly trimmed, and she holds her course practically 'dead'. In her first real tryout there was a fresh breeze culminating in a severe squall. I never realized a boat could be handled so easily and comfortably in a hard blow. We hove to for fifteen minutes during the squall, dropping the mainsail and jib and sheeting the mizzen flat. With the helm hard down she lay a point or two off the wind, drifting rapidly but with no spray, and an exceptionally easy and soft motion in the seaway. We beat into harbor right in the teeth of the wind with mizzen and jib, making excellent time, with little leeway."

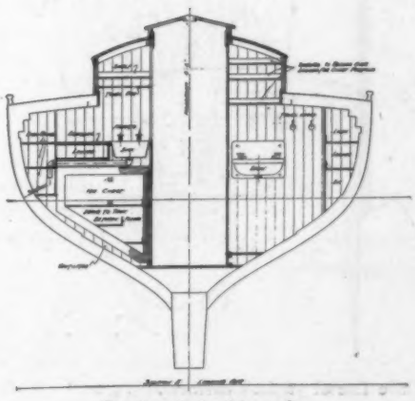
Sea Witch is added proof that the prejudice against keel boats for use in the upper Chesapeake is fast being overcome.



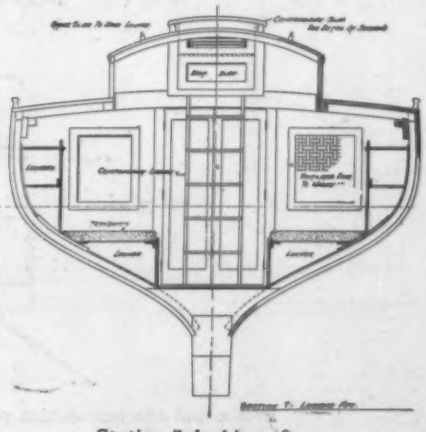
Body plan.



Station 3, looking forward.

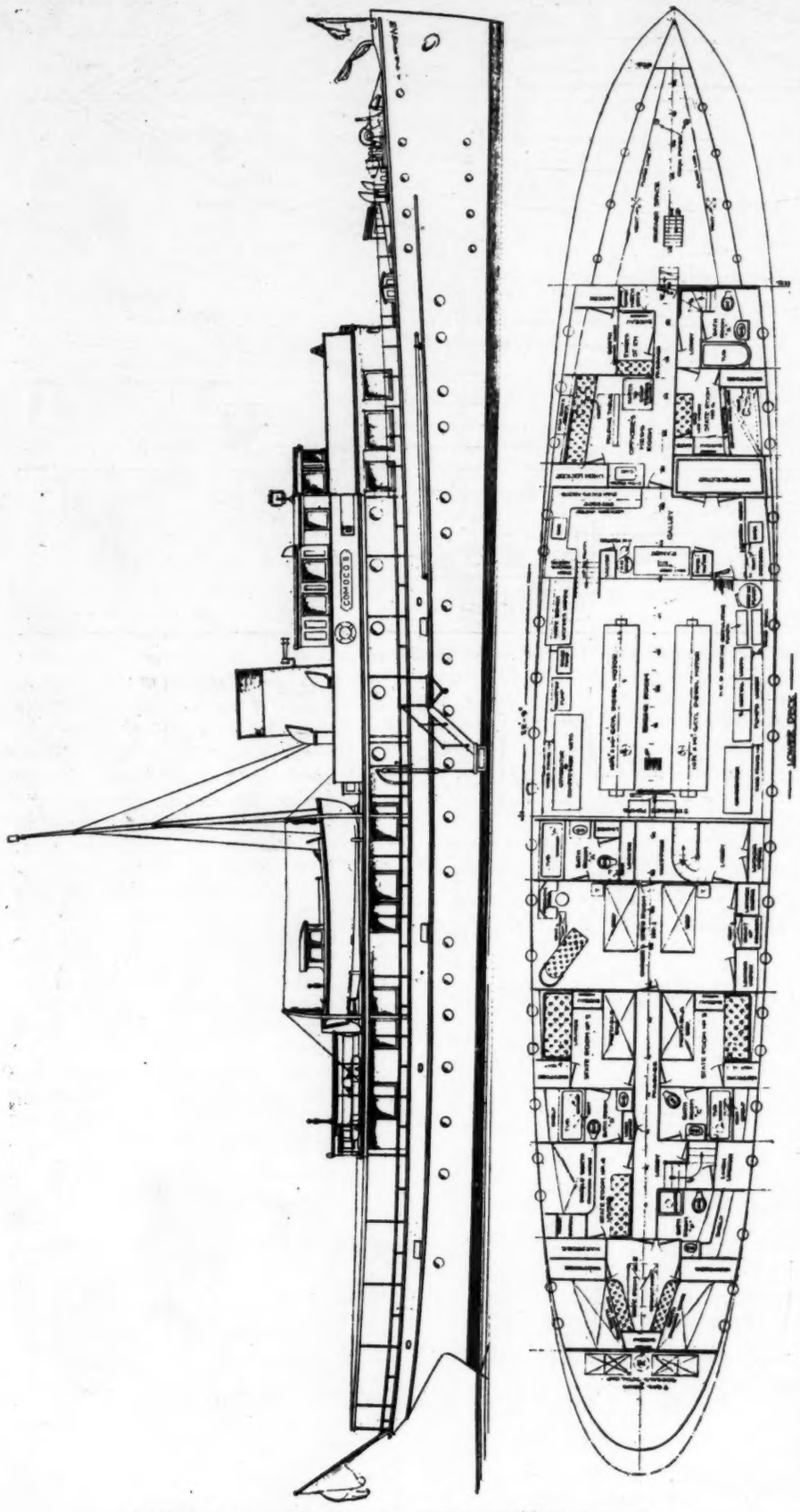


Station 5, looking aft.



Station 7, looking aft.

The Seagoing Diesel Yacht *Comoco*



Profile and accommodation plan of the Diesel yacht *Comoco*.

THE accompanying plans of the seagoing yacht *Comoco*, just completed at the yard of the Defoe Boat and Motor Works, Bay City, Mich., give not only the appearance of a snug, seagoing ship, but show a craft which should prove, in addition, a safe, comfortable combination of maximum accommodations within minimum length, and one which should lend itself equally well to lake or offshore cruising.

Comoco was designed by John H. Wells, Inc., of New York, for R. W. Judson, of Detroit, and is of the following dimensions: l.o.a., 140′ 2″; beam, 23′ 6″; draft, 8′ 10″. She is of the continuous sheer type, with raised forecastle head, plumb stem and plumb stern, the profile being harmonious and shipshape. The hull is of steel, the plating running from 5/16″ to 3/16″. Water and fuel tanks are built into the hull, with capacity for 10,600 gallons of water and 12,720 gallons of fuel. Five watertight steel bulkheads divide the hull into six compartments.

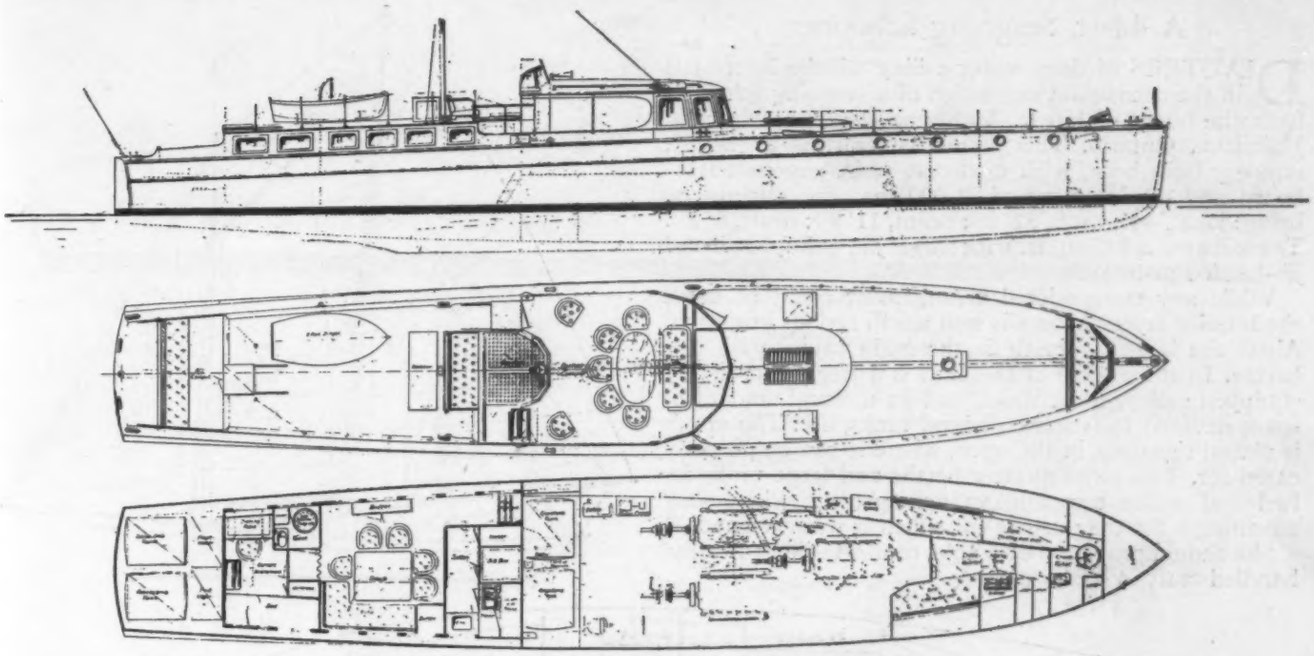
The main power plant consists of a pair of 6-cylinder Bessemer Diesel Solid Injection type motors, of 10½″ bore and 14″ stroke, each rated at 300 h.p. at 375 r.p.m. The cruising radius is calculated to be 6,000 miles at a cruising speed of 12½ knots.

Two Hill Diesel generating plants will supply power for the various auxiliaries. All pumps and small auxiliaries are motor-driven. The equipment includes automatic electric pressure fresh and salt water systems, automatic sanitary systems, electric blower system, windlass, boat hoists, etc.

Gasoline is used only for the two launches, 22 ft. and 18 ft. respectively, and is carried in tanks located on the boat deck.

The owner's accommodations include five double staterooms and four baths, while the crew's quarters consist of four staterooms, four baths, general forecastle, and lower forecastle, the latter to be used for storage unless long voyages are contemplated.

The dining saloon is in the forward deckhouse, and the large living room is in the after one. A pantry adjoining the dining saloon connects with the galley below the saloon. A smoking room, with connecting toilet room, is on the port side of the main deck amidships.



Profile, deck plan and accommodation plan of *Oheka II*.

Oheka II, a Triple Screw Express Day Boat

A YACHT with a sustained cruising speed of 34 miles an hour; one of sufficient size and strength to be safe in any weather possible on Western Long Island Sound; accommodations for a large party of friends for day trips, and good galley facilities for breakfast, luncheon and tea; freedom from vibration and noise — these were the main requirements of Otto H. Kahn when he placed his order with the Maybach Motor Co. and Fr. Luerssen Shipyards last fall. Just how well these requirements were filled is fairly well indicated in the accompanying plans of *Oheka II*, and in the performance of the boat, which was well on her way to smashing the record between Albany and New York when an unbuoyed mud bank cut short the trip. Observers on board during the trip reported that she was several minutes ahead of the record, and running as quietly and smoothly as a modern limousine.

Oheka has shown a sustained speed of better that 36 miles an hour with motors not opened up. The three Maybach Zeppelin motors are each V-type, direct reversible engines of 12 cylinders, the same as power the dirigible "Los Angeles." They are capable of developing 500 h.p. for continuous running. A sound insulating layer separates the engine room from the main cockpit. Vibration and noise are practically nil when running wide open.

Oheka II is a round bilged, double planked hull, 73 ft. over all, 12 ft. 3 ins. beam and 3 ft. 10 ins. draft. She is of composite construction, with a duralumin framework resembling the backbone of a fish, white oak keel and ribs, and double planking of cedar, of a total thickness of about 7/8". Great strength and light weight is attained by this construction.

There is a forward cockpit for five people, and a large main cockpit with permanent top and enclosure. Accommodations below decks include a dining saloon; large, well equipped galley, enclosed toilet room and owner's bedroom. An after cockpit adds to the available deck space.

Whitecap, a Decked Sailing Canoe

A FINE example of the decked sailing canoe, a fine racer and husky enough to traverse rough water, is seen in the accompanying plans by Hilding Froling, of Arlington, N. J. *Whitecap* is being built by Victor Slocum, of Brooklyn, N. Y., for Wm. A. Lux. She conforms to the new rule of the American Canoe Association, and is similar in design and dimensions to *Faun*, in which Mr. Lux, in 1923, won the international series sailed at Gothenberg, Sweden. Her dimensions are: l.o.a., 17′; beam, 37½″; sail, area, 109 sq. ft. The cockpit is self bailing, and she is fitted with watertight bulkheads fore and aft, watertight metal hatches, etc., and is unsinkable. The rudder and center plate are of bronze.

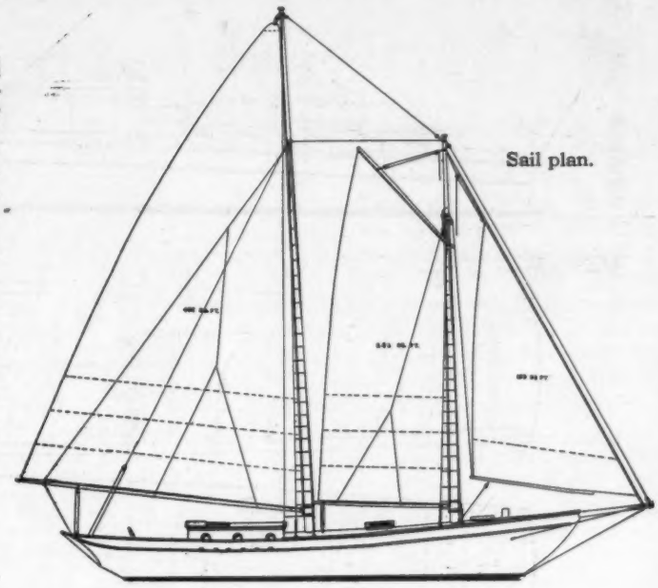
Whitecap, a fast and sturdy decked sailing canoe.

A 44-ft. Seagoing Schooner

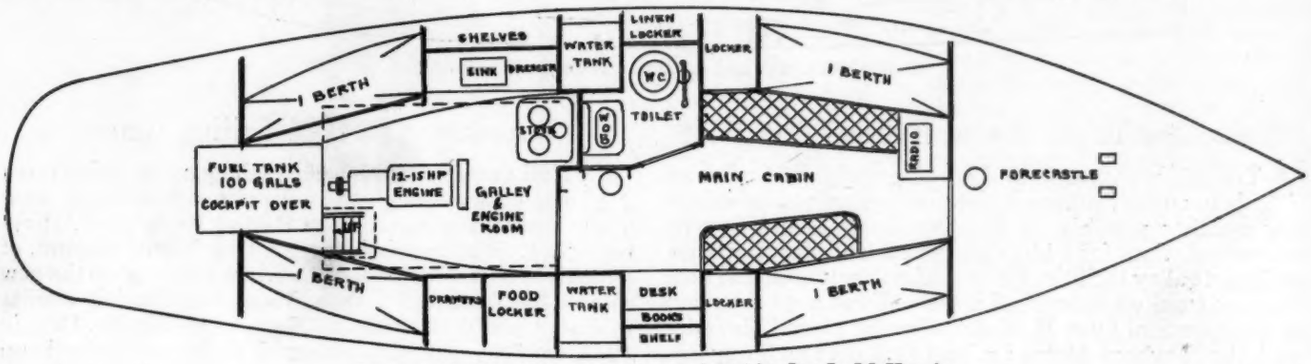
DEVOTEES of deep water sailing will be interested in the accompanying design of a seagoing schooner from the board of Ian L. McKenzie, naval architect of Hamilton, Ontario. This attractive craft is a rugged, strongly built boat, with moderate ends, generous freeboard and displacement of 31,000 lbs., her dimensions being: l.o.a., 44′; l.w.l., 32′ 6″; beam, 11′ 9″; draft, 6′ 8″. The sail area is 885 sq. ft. with single jib, gaff foresail and jib-headed mainsail.

While any conventional arrangement could be used, the interior layout shown is well worth serious attention. Abaft the large forecastle is the main cabin, with two berths. In the middle of the boat is a large, thoroughly equipped galley, toilet room, and an unusual amount of space devoted to lockers, shelves, tanks, etc. The motor is placed right out in the open, where it can be properly cared for. Two large quarter berths and large tanks for fuel and water complete an arrangement with many advantages for the purpose for which it was designed.

She should prove to be an able, comfortable and easily-handled craft in offshore going.



Sail plan.



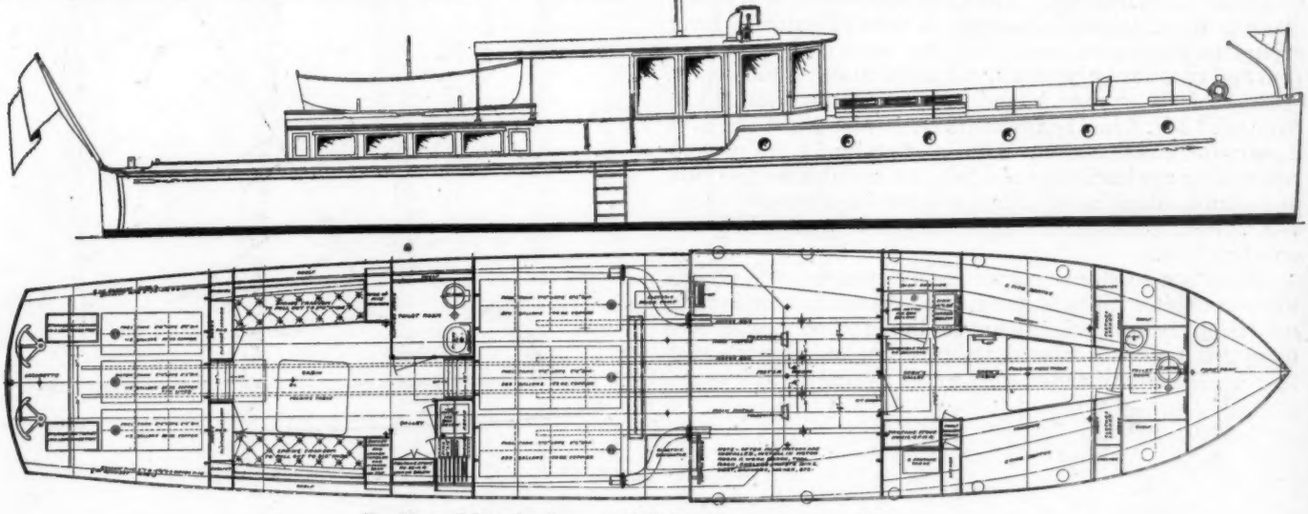
Accommodation plan of schooner designed by Ian L. McKenzie.

The Express Motor Yacht *Cintra*, Designed by Ralph E. Winslow

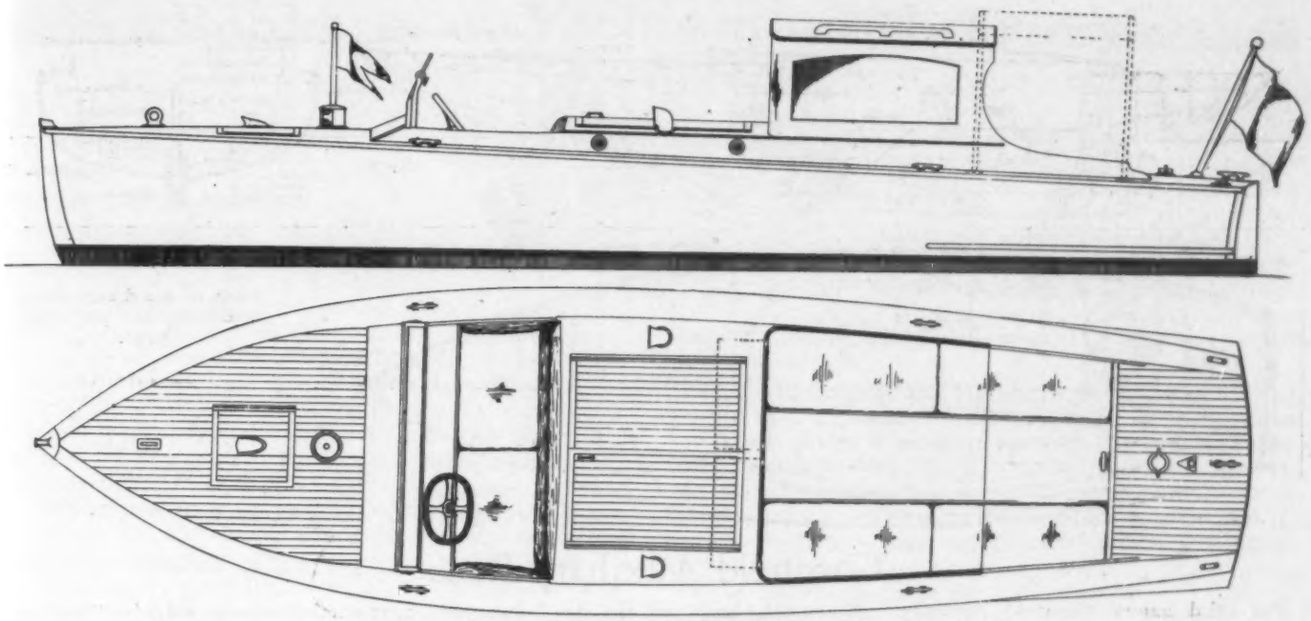
THE plans below are of the attractive express cruiser *Cintra*, designed by Ralph E. Winslow of Atlantic, Mass., for Mr. Sydney E. Hutchinson of Philadelphia and Beverly, Mass., recently completed by Rice Bros., of East Boothbay, Maine. Her dimensions are: l.o.a., 64′; beam, 12′ 1″; draft of hull, 2′ 7″; draft at propellers, 3′ 8″.

Cintra was designed to meet special requirements of the owner, who wished a fast seaworthy craft capable of taking considerable punishment, sleeping accommodations for two people, lots of deck space, large motor room, good quarters for a crew of four, etc. The construction is relatively heavy, and five watertight bulkheads make her practically unsinkable. She is a most attractive and fine looking craft.

Two Murray & Tregurtha motors of six cylinders, with bore of 7¼″ and stroke of 9″, develop over 400 horse power, and give *Cintra* a speed of about 35 miles an hour at 1450 r.p.m.



Profile and interior layout of 64-foot express cruiser *Cintra*.

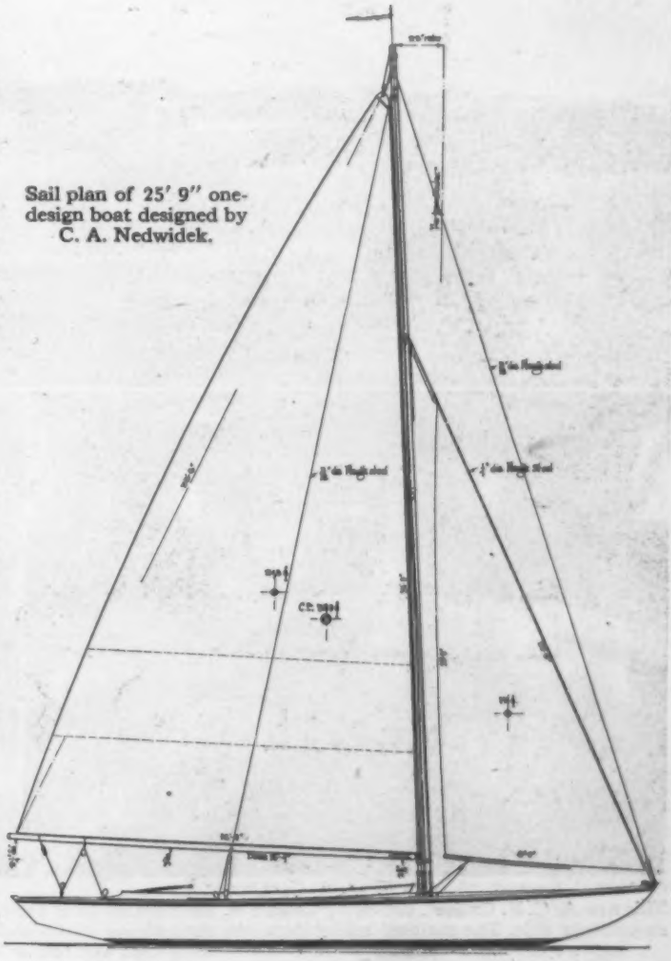


Profile and layout of the 22-foot Chris-Craft "Cadet" tender.

The 22-Foot Chris-Craft "Cadet" Tender

THE present tendency for equipping fine yachts with fast tenders is decidedly in favor of the ultra-smart mahogany runabout converted to this new use. The design shown herewith comes from the drawing boards of Chris Smith & Sons Boat Company of Algonac, who produce the standardized 26-foot Chris-Craft and the 22-foot Chris-Craft "Cadet." This pictures the effect obtained by redesigning the "Cadet" model for this new use. The forward cockpit is arranged to carry two passengers besides the man at the wheel, while the after cockpit is arranged for the accommodation of six or eight, with shelter provided along the customary lines of the usual yacht tender design.

The "Cadet tender" has the advantages of compactness and smartness, and has a speed of 32 to 35 miles per hour, providing the yacht owner with a very serviceable and beautifully finished boat that lends itself to the greater enjoyment of the finest yachts afloat. The power plant is a 6 cylinder Chrysler Imperial marine motor.

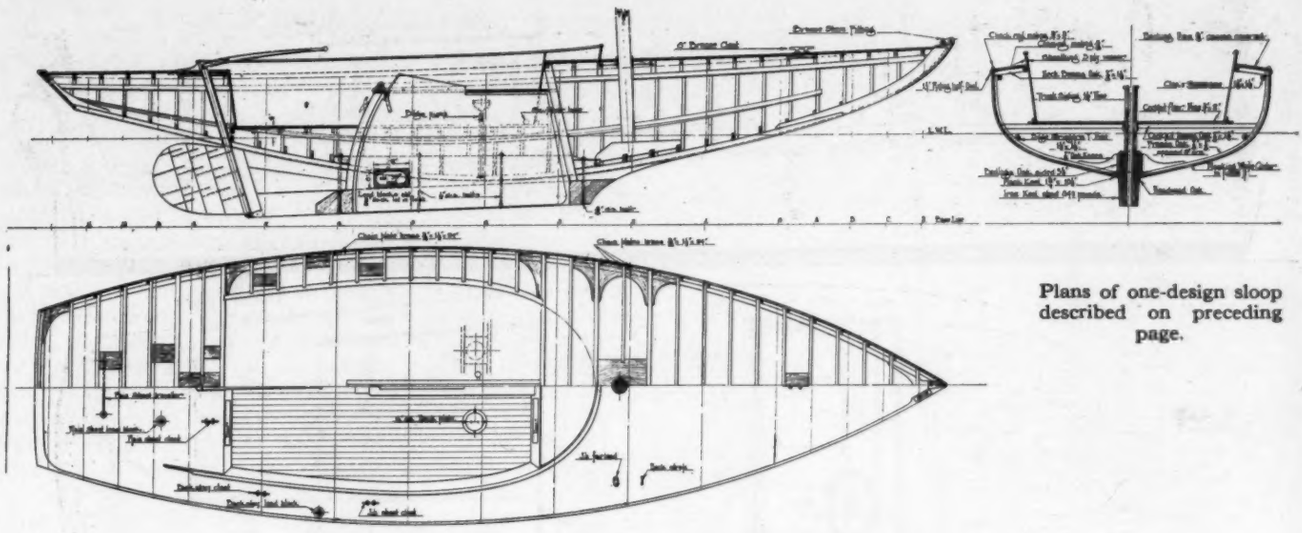


Sail plan of 25' 9" one-design boat designed by C. A. Nedwidek.

A Centerboard One-Design Sloop

THE plans on this and the following page are of an attractive shoal draft sloop, several of which are being built as a one-design class by Franklin G. Post, of Mystic, Conn. They are from the board of Chester A. Nedwidek, of New York, and are for use off Mason's Island, their dimensions being as follows: l.o.a., 25' 9"; l.w.l., 16' 6"; beam, 7' 9"; draft without board, 2' 3"; sail area, 320 sq. ft.

The drawings show a centerboard craft of wholesome type which should be both fast and seaworthy, with a fair sized jib-headed sloop rig. They have plenty of beam and hard bilges, and with 800 lbs. of outside iron should be stiff and able. They will have watertight cockpits, but no seats, as the sides of the cockpit will be sheathed with mahogany veneer, set at an angle, so that cushions can be used on the floor, giving a comfortable back rest against the sheathing. The cockpit will drain into the centerboard trunk.

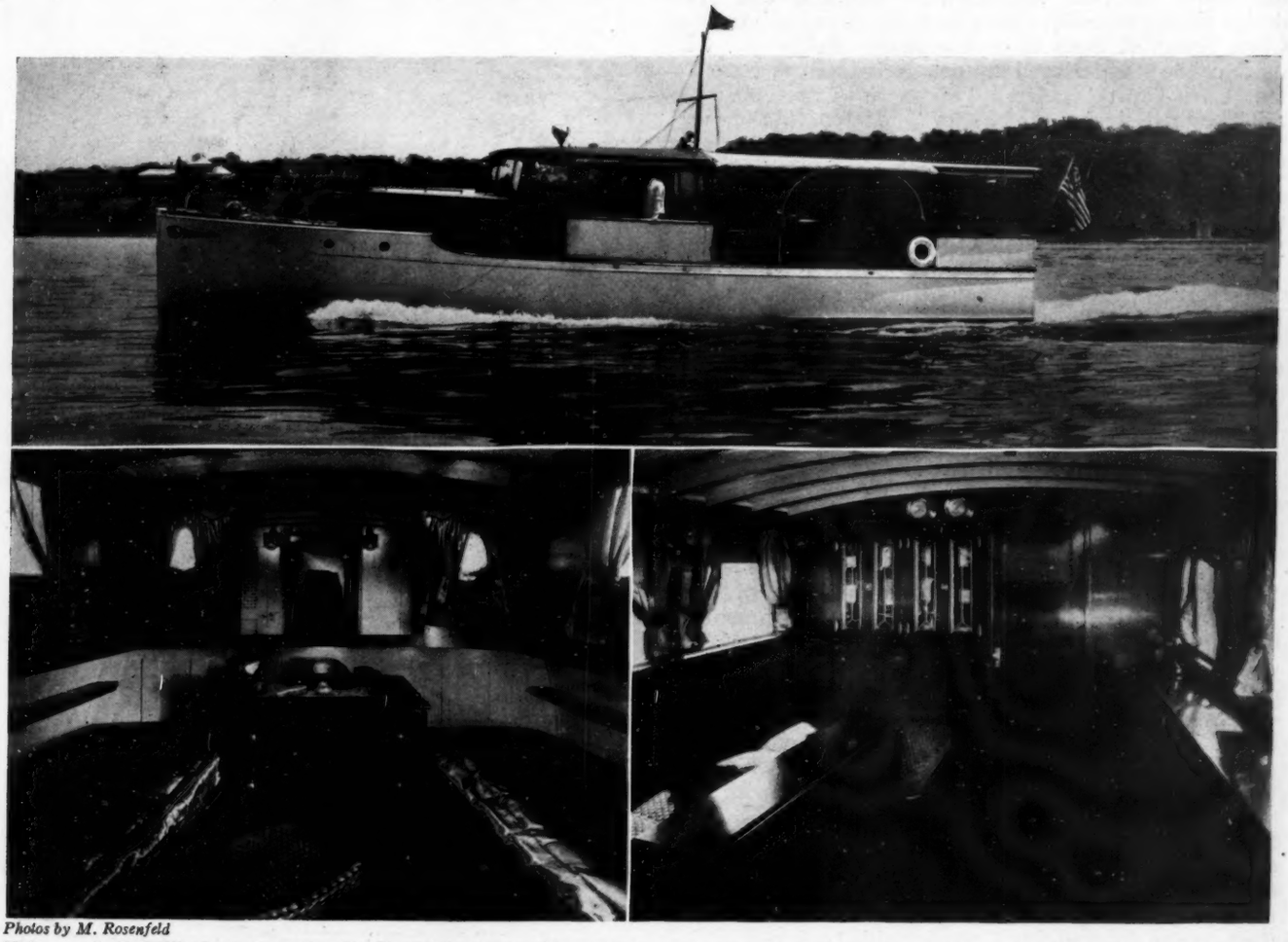


Plans of one-design sloop described on preceding page.

Cornfield Auxiliary Race

The third annual Cornfield Auxiliary Race, held under the auspices of the Huntington Y. C., will start at 4 P.M., August 13th, across a line established off Lloyd's Harbor Light. The course is approximately 106 nautical miles, and the race is open to cruising auxiliaries not over 40 feet overall length. The Race Committee, composed of Russel W. Sammis, Henry L. Wood and Hilary Corwin, reserves the right to decide as to whether or not an entry is a "cruising" auxiliary. The entry fee is $5. Entries and checks should be mailed to Hilary Corwin, Bank of Huntington Bldg., Huntington, L. I.

Marilou, a Smart-Looking 50-Footer



Photos by M. Rosenfeld

This new A. C. F. Cruiser, owned by Charles F. Smithers, of New York, is an unusually handsome craft, being also roomy, comfortable and exceedingly able. The enclosed bridge deck, the deck dining saloon and commodious stateroom make her very "livable." For power, there are two 100 h.p. 6-cylinder motors. She is being used as a tender for Mr. Smithers' New York Forty-foot racing yacht *Typhoon*.

Books for the Yachtsman's Library

Cannibal Nights

By Captain H. E. Raabe

Payson and Clarke, Ltd., 1927, $3.00

EVEN the sophisticated twentieth century can still get a spine-shivering thrill. In *Cannibal Nights*, by Captain H. E. Raabe, there is more excitement and tense thrilling action than in any dime novel, *Treasure Island*, *Kidnapped* and the works of Jack London all thrown together. The author modestly declares himself lacking in literary ability, his only aim being to give the truth about his life in the South Seas. It is merely another indication that the simple truth can knock the excitement of fiction into a cocked hat.

Captain Raabe was in Sydney, Australia, in the latter part of the nineteenth century, when he could boast the tender age of thirteen years. That was his age when he was shanghaied aboard the *Emma P.*, one of the free-lance traders that went on expeditions to the Solomon Islands in search of pearls and sandalwood. From that opening paragraph the author maintains the interest of the reader without a drop until the last page is turned.

Blood and thunder was the rule rather than the exception among those two-fisted sons of the seas, and their weapons were anything, from cutlasses to fire-arms. That youngster went through the heart of a white squall, the granddad of the typhoon, and in the first few months saw three men disappear from the ship. "Lost at sea" said the log book. The story tells us of that wild fray that started on the quarterdeck after a jovial splicing of the main brace.

Probably very few men have lived to tell of their experience as guest of honor of the cannibals of the Solomon Islands—guests who were not served up to the chief on a platter. And a white man of hardly fourteen as general of the cannibal armies for three nights and two days is hard to imagine; but it will make your spinal column play all sorts of tricks.

Raabe became a follower of "Bully" Hayes, the notorious pirate of those waters, but only after putting "Red" Mike Dundee, his erstwhile lieutenant, where he would make good shark bait. For several years he sailed under the doubtful flag of the skull and cross bones, having more than one encounter with the Malay pirates.

The whole book is almost a masterpiece of style. Every picture leaps up to the reader's eyes in passionate action, all too often ending in the cold blood that caused the price of pearls. Whether it is true or not, the man who can read it unmoved is indeed calloused.

But read it for yourself! But, do not start unless you are ready to finish it without leaving your chair. You simply cannot put the book down until the last page is turned.

J. G. S.

Fogs and Clouds

By William J. Humphreys

Williams and Wilkins Co. — 1926

"THE higher the clouds, the finer the weather," or, as Mr. Humphreys explains the phenomenon in more accurate language, "thin cirrus clouds, when not increasing in extent nor growing denser, indicate fair weather for at least 24 hours; and the same is true of the alto-cumuli."

Fogs and Clouds is a truly remarkable compilation of meteorological information, with many photographs illustrating the various cloud formations. The cirrus clouds mentioned before are described as "detached clouds of delicate appearance, fibrous structure, and featherlike form, generally white in color" and twelve photographs follow, depicting various stages of these clouds. This is typical of the exactness of the entire volume.

Mr. Humphreys deals carefully with the ten forms of clouds defined by the International Meteorological Committee, as well as with another ten special cloud forms. While at first glance many of the definitions may seem rather obscure, the author is quick to use more common terms, and the photographs are a great aid to one who wishes to pick out quickly certain significant cloud formations.

In the early sections of the book the various causes of clouds are discussed, and by a careful analysis of this material, the entire book may be turned into a ready handbook of diagnosis. Although the book is basically scientific, it proves interesting even on first reading. The yachtsman who has a hobby for prognosticating the weather could greatly increase his batting average by a study of this volume, adding his own critical observations of the cloud forms he encounters.

J. G. S.

The Flying Kestrel

By Captain Dingle

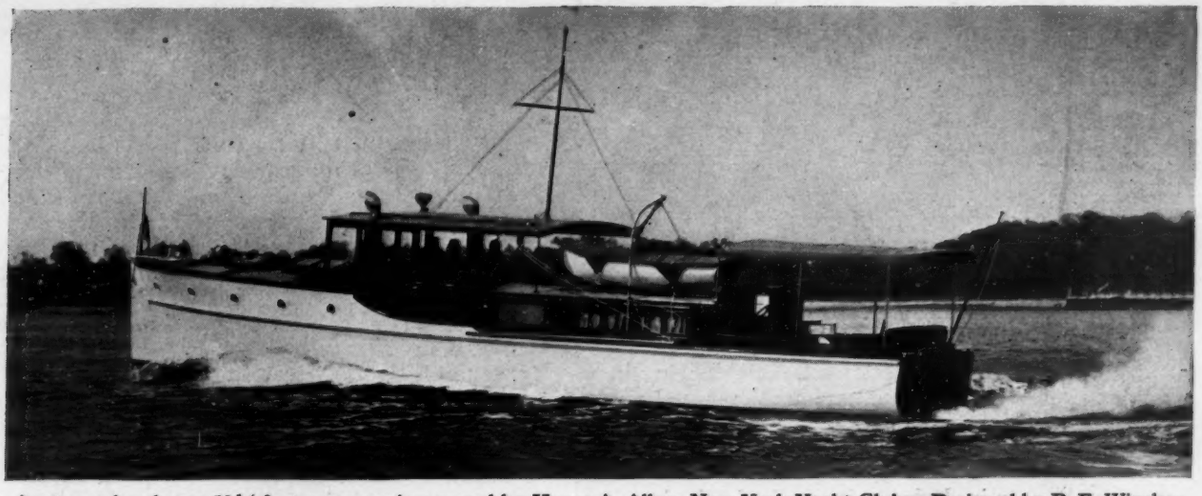
G. Howard Watt, 1927. Price $2.00.

THE author of *The Flying Kestrel*, A. E. Dingle, is well known to yachtsmen both as a writer of sea tales and as a sailor as well. Not only does he sail his little schooner *Gauntlet* wherever the spirit moves him, but he has twice driven her to Bermuda in the race from New London to those little islands lying some 650 miles off the coast. His first *Gauntlet*, only 28 feet long, he sailed from New York to Bermuda single-handed. He is, therefore, seagoing; and he knows his sea, not only through his experience in yachts, but from years spent in windjammers going deep water.

In *The Flying Kestrel* Dingle tells the story of a voyage around "Cape Stiff" from Frisco to New York in a once crack record maker, but now long past her prime, though still hanging on and making a stiff fight to hold her own and get freights. It is a story of a hard-driving skipper and mate, of a continuous spell at the pumps, of the usual hard chance off the Horn, with, of course, a girl thrown in and a bit of a love story which every author seems to think is an essential, even in a sea tale. It is somewhat overdrawn for those who know the sea, but again this is what writers of sea fiction seem to believe to be essential. It is hard for one to imagine a skipper as "hard boiled" or as reckless as Val Orson, the master of *The Flying Kestrel*. But it is, of course, frankly fiction, and for those who like their fiction with a punch in it, it will make good reading, even if not always convincing to a seaman.

Dingle has done better stuff, and can do better — but then it is too much to expect a man to be at his best always.

See page 94 for reviews of other books.



Aragus, a handsome 53½-foot power cruiser owned by Henry A. Alker, New York Yacht Club. Designed by R. E. Winslow, she was built by Staples, Johnson & Co., and is powered with two 130 h.p. Sterling Chevrons which drive her 18 m.p.h.

Of Interest to the Skipper

And Now the Touring Kayak

A demonstration of a folding canoe, or kayak, was made in New York Harbor recently that proved most interesting and we understand that these little craft will soon be placed on the market here. The boat itself is a well designed and able little craft and it has already achieved great popularity abroad, where it is being used extensively for week-end jaunts and for longer cruises over the inland waterways.

In model, the boat follows the general lines of the Eskimo kayak and has proved most seaworthy in rough and broken waters, such as in fast running streams, in rapids, etc. It is made in two sizes, one for a crew of two and the other for a single person. The general dimensions of the larger model are 17 feet long by 36 inches beam, while the single paddle boat is 14½ feet long by 28 inches wide.

Both models are decked over except for a cockpit in the center, and these are covered by rubber aprons which fit around the paddler's body, keeping out the water or any spray or slop that may come aboard. Instead of being made of canvas, the skin is composed of a heavy rubber, treated to make it extremely tough and durable. This is stretched over a collapsible wooden frame, very carefully fitted and put together. The bottom is protected by a floor grating on the inside, and the gunwales and cockpit coaming are of light, easily bent wood. A drop rudder, operated by the feet, and a lug sail complete the outfit.

The boats have great stability and buoyancy, as the pictures of the little craft afloat show. They can be set up in from 15 to 20 minutes and taken down and packed in a canvas bag in half that time, the whole outfit weighing but some 55 pounds for the larger size and 38 pounds for the smaller. Thus packed they can be carried handily on the running board of an automobile or carried by a sling across the shoulder if one has to "pack it" over roads or trails impossible for a car. An attachment is also provided for attaching an outboard motor. They should make a big appeal to those wanting a practical and seaworthy portable craft.

Folding kayak in rough water.

The Frost Combination Rudder and Strut

The combination rudder and strut, made by A. G. Frost, 49 Cross Street, Portland, Maine, has found a hearty welcome from speed boat fans who have immediately realized the benefits to be derived from using it. This rudder allows the propeller to turn in solid water and it is not sheltered by the old type of strut. These rudders are made in either bronze or aluminum; they are highly polished and the manufacturer states that hydroplanes using the rudder always find increased speeds.

New Red Wing Motors

The Red Wing Motor Company, of Red Wing, Minn., announce a new light weight high speed motor. This is the model B. B. Four, Red Wing Thorobred, and is the highest speed four-cylinder made by the Red Wing Motor Co. The bore is 4½"; stroke 6". This is the same engine as the B. B. Six, except it has a five-bearing crank shaft.

The B. B. Four is particularly suited for fast runabouts or passenger craft. Salt water resisting aluminum metal is used in the castings below the cylinder block. Normal speeds are 1,000 to 1,800 r.p.m.

This same engine is also built in a medium duty type, developing 40 to 50 h.p. at 800 to 1,200 r.p.m.

We also show a view of their redesigned

Two-seated touring kayak in New York Harbor.

The kayak packed for transportation

Boies C. Hart's auxiliary yacht "Say-When" *now* has its bright work Valsparred.

"Say-When" in Rio

DOWN in "Rio" there's a North American yachtsman whose yacht, the "Say-When", always looks ship-shape.

"You can't expect to keep varnish looking well in this climate" said his friends who thought him a bit fussy. *"Any* varnish will look sick here after just a few weeks."

But the owner — Mr. Boies C. Hart — was unconvinced even after a number of different varnishes failed to live up to his expectations. So he bought Valspar, for he knew that if any varnish under the sun would "stand up" Valspar was that varnish.

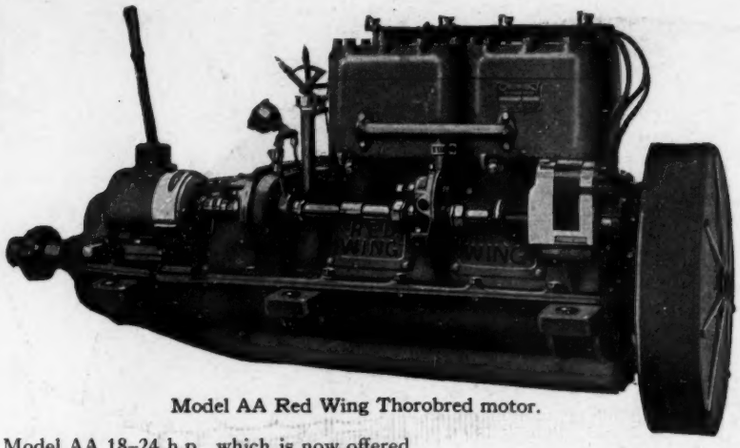
And Valspar fulfilled his fondest hopes. After months of Valspar "bliss" he writes: "We have passed through what is called the hottest summer in 20 years with the boat exposed seven months to the beating sun, yet the varnish work is in prime condition although it has never had but one coat of Valspar."

Countless boat owners in every climate the world around have learned it *does not* pay to trifle with substitutes.

Anything worth varnishing is worth Valsparring

VALENTINE'S VALSPAR
The Varnish That Won't Turn White

VALENTINE & COMPANY
456—4th Avenue
New York
Chicago Boston
W. P. FULLER & CO., Pacific Coast



Model AA Red Wing Thorobred motor.

Model AA 18–24 h.p., which is now offered with fly wheel enclosure and electric starter. The fly wheel enclosure is neat, and extends but little below the base. The Red Wing Model A. A. Motor is very popular and refinements added from time to time keep this engine strictly up to date.

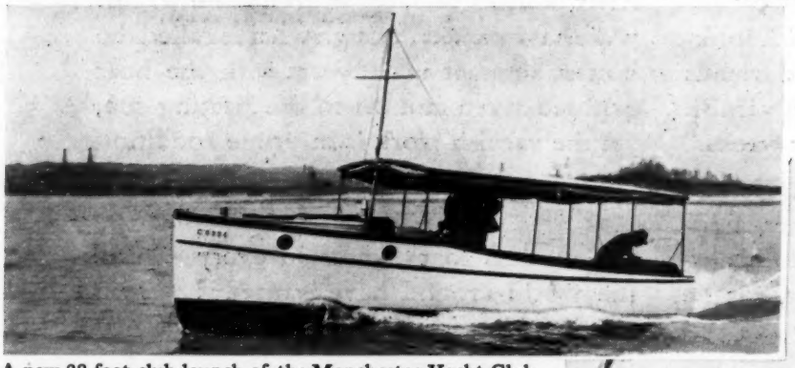
The manufacturers of the Red Wing line will be glad to furnish full descriptive data of these engines, as well as of any of the twelve sizes (7 to 150 h.p.) which they build.

Rubber-All Suits Are Popular

The Rubber-All Company, 35 West 25th Street, New York City, manufacture and sell (either direct by mail or through dealers) a serviceable waterproof suit that has been a boon to yachtsmen. This suit, made in one or two piece style, is worn over one's regular clothing and fastened by means of the famous "Hookless Fastener." It is light in weight and perfectly ventilated.

Niagara 4-Cylinder, 15-h.p. Engines in Auxiliaries

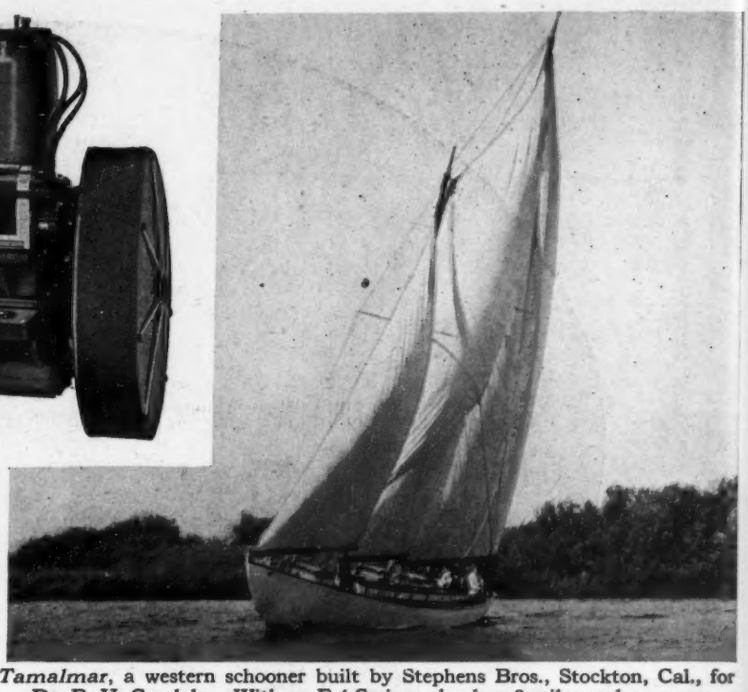
The accompanying photograph shows a 38′ o.a. auxiliary sloop owned by Mr. James F. Connolly, of Dorchester, Mass. Mr. Connolly is a former Commodore of the South Boston Yacht Club and is owner of *May C.* The little 4-cylinder 12–15 h.p. Niagara "Special" is turning a three blade Columbian propeller around 1,200 r.p.m. on this job. This is a particularly large boat for this size engine and the owner is very well pleased with the power plant in his boat.



A new 28-foot club launch of the Manchester Yacht Club, designed and built by the Casey Boat Building Co., powered with 35 h.p. Kermath.

A 28-Foot Club Tender

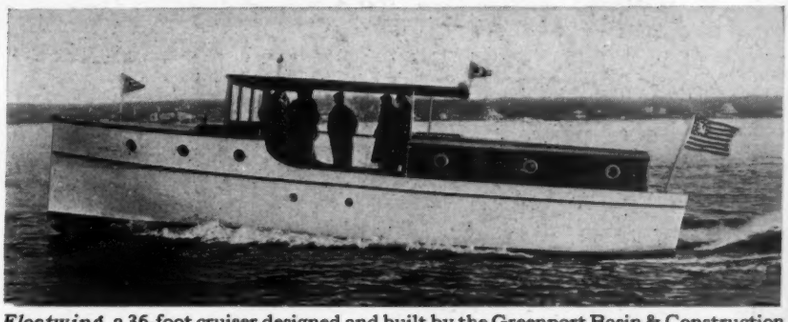
Something new in enclosed club tenders was recently delivered to the Manchester Yacht Club, at Manchester, Mass. She was built by the Casey Boat Building Co., Fairhaven, Mass. Her length is 28′, beam is 8′ and draft 2′ 6″. She is powered with a 35-h.p. Kermath Marine Motor which, turning an 18 x 18 Hyde propeller, gives a speed of approximately 15 miles per hour.



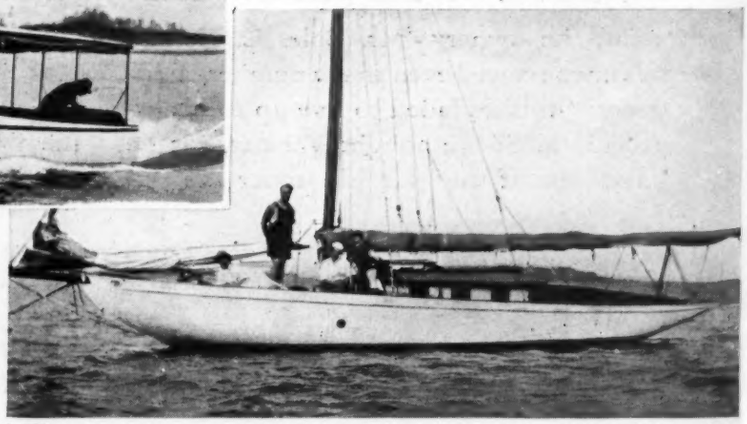
Tamalmar, a western schooner built by Stephens Bros., Stockton, Cal., for Dr. R. H. Goodale. With an F-4 Scripps she does 9 miles under power.

A New Carpenter Catalog

One of the most complete catalogs that has reached us is that published by Geo. B. Carpenter & Co., 202 West Austin Avenue, Chicago. This catalog is well printed and strongly bound and contains some 600 illustrations of marine equipment in the 210 pages. Several pages are devoted to interesting articles dealing with yacht equipment, seamanship, piloting, rules of the road, painting, etc. Copies are available to readers of YACHTING by writing G. B. Carpenter & Co.

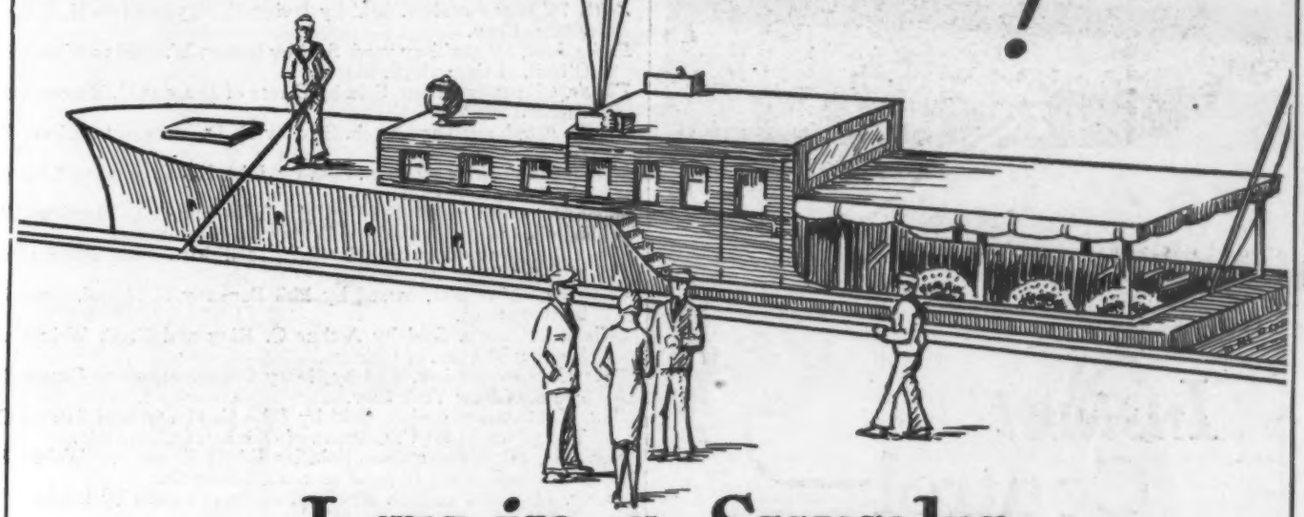


Fleetwing, a 36-foot cruiser designed and built by the Greenport Basin & Construction Co. and powered with a 6-cylinder Continental Van Blerck marine motor.



A Niagara-powered cruising sloop 38 feet long, owned by James F. Connolly, South Boston Yacht Club.

Before You Sail!



Lay in a Supply of Ford Charcoal Briquets

Made from northern hardwood charcoal; ground and moulded into compact form, Ford Charcoal Briquets are the finest galley fuel you have ever tried.

The handy-sized bags in which they are packed makes them easy to stow, and you will be surprised at how long a supply will last.

Ford Charcoal Briquets give an intense heat and will burn twice as long as lump charcoal. The absence of clinkers and dust plus the fact that they give off no fumes makes them a favorite with cooks everywhere.

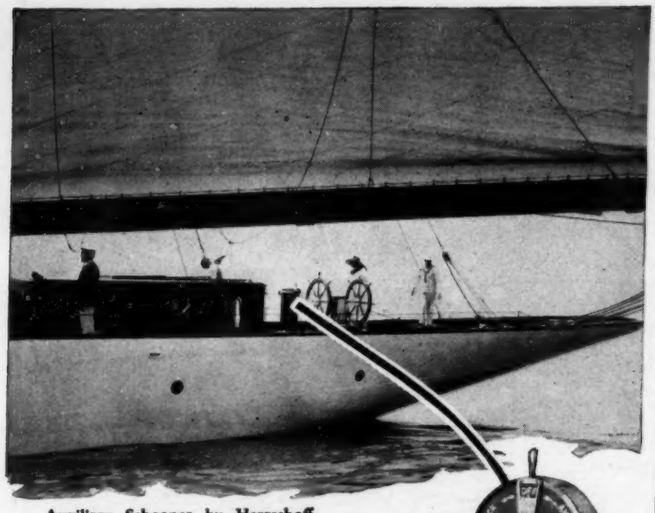
Thousands of experienced yachtsmen heartily endorse them. Get your supply from any of the distributors listed below.

Produced by

Ford Motor Company
DETROIT, MICH.

Sold by

Baltimore, Md. - - Lyon Conklin Co.
Bay City, Mich. - Robert Gage Coal Co.
Boston, Mass. - Batchelder & Felton
Brooklyn, N. Y. - Chas. Schaefer & Son
Buffalo, N. Y. - Chemical Charcoal Co.
Chicago, Ill. - - - - Berger Bros.
Cleveland, Ohio - - Goff Kirley Coal Co.
Detroit, Mich. - Viger's Coal & Wood Co.
Duluth, Minn. - Duluth Ice & Fuel Co.
Fall River, Mass. - Wm. C. Atwater & Co.
Gloucester, Mass. - John Alden Coal Co.
Green Bay, Wis.
Morley Murphy Hardware Co.
Milwaukee, Wis. - F. Wittig & Co.
New Bedford, Mass. - Velvet Ice Cream Co.
Newburyport, Mass. - Cashman Bros. Co.
Perth Amboy, N. J. - C. M. Peterson & Co.
Philadelphia, Pa. - Thomas Bros. Inc.
Portland, Me. - Randall & McAllister
Providence, R. I. - National Coal Co.
Quebec, Que.
Charcoal Supply Co. of Quebec, Ltd.
Sandusky, O. - Geo. C. Matthes Coal Co.
Sheboygan, Wis. - C. Reiss Coal Co.
Toledo, O. - Home Fuel & Supply Co.
Toronto, Ont. - Charcoal Supply Co.
Washington, D. C. - Lyon Conklin Co.



Auxiliary Schooner by Herreshoff
Powered by Westinghouse

Instant Control

INSTANT control of power by the one man who sees and directs the yacht's course is made possible by Westinghouse Diesel-Electric propulsion.

No time is lost signaling the engineer when in a tight place and quick maneuvering is necessary. The power controller is right beside the wheel and the wheelman by a touch governs the power either ahead or astern at will.

Westinghouse pioneered Diesel-Electric yacht propulsion and has made all yacht installations of this power.

Write for the new book on Diesel-Electric propulsion just off the press.

Westinghouse Electric & Manufacturing Company
East Pittsburgh Pennsylvania
Sales Offices in All Principal American Cities
Service Stations in Principal American Ports

Other *Diesel-Electric* Advantages

- Extremely low operating costs
- Wider cruising radius
- Small crew
- Greater luxury
- More deck space
- More room for cabins
- Cheap electricity when in operation for any purpose.
- No dust or soot
- Better distribution of machinery weight
- Lower center of gravity
- Greater propeller efficiency
- Great power flexibility

Westinghouse
Diesel-Electric
Propulsion
X30660

Recent Yacht Sales

Markirene, 56′ power cruiser. Sold by Irene S. Reed to W. J. Lake, Central Building, Seattle.
Ethelsa, 70′ power cruiser. Sold by Edward H. Blade to Florian B. Rosen, of New Rochelle, N. Y.
Turtletoo, 49′ power cruiser. Sold to Frank C. Newcomer, of Cleveland.
Blue Moon, 30′ sloop. Sold by Robert R. Martin, of Larchmont, N. Y.
Faith, 76′ power cruiser. Sold by Irving E. Raymond to U. S. Engineers Corp.
Emily Jane, 35′ auxiliary yawl. Sold by Robert W. Zuill to Walter G. O'Neil, of Cambridge, Mass.
Thistle, 65′ power cruiser. Sold by Estate of Douglas H. Thomson to Richard R. Pebworth.
Stormy Petrel, auxiliary ketch. Sold by E. D. Morgan to Hiram T. Horton, of Chicago.
Umbrina, 41′ auxiliary yawl. Sold by John E. Wayland to Charles T. Crane, of Baltimore.
Aline, 60′ power cruiser. Sold by John J. Hallenbeck to Mortimer W. Lowel, of New York City. To be renamed *Robmar*.
Bee, 58′ power cruiser. Sold by J. A. Mellish to Allan MacFarlan, of New York City.
Cinnabar, 72′ cruiser, owned by Phil Pomeroy of Miami, recently burned at sea.
Colleen, 22′ sloop. Sold by Arthur C. King and C. C. Wright to Sterling Morton, of Chicago.
Dede II, power cruiser. Sold by Henry C. Granneman to Guyon D. Ames, of New York City.
Dux II, 66′ power cruiser. Sold by John C. Knight and Samuel C. Thorp to Charles C. Colcord, of Oklahoma City, Okla.
Florindia, 71′ power cruiser. Sold by Edwin Binney to Walter F. Pitcher of Joliet, Ill., and renamed *Cinderella*.
Indrio, 71′ power cruiser. Reported as again owned by Leander J. Ibold and former name, *Michicago*, restored.
Medbet, power cruiser. Sold by Med. R. Kellum to R. A. Henderson, Jr., of Ft. Myers, Fla.
Medora, cutter. Sold by Seward Prosser to F. Trubee Davison, of Locust Valley, Long Island, N. Y.
Pleasure, 24′ auxiliary yawl. Sold by Herreshoff Mfg. Co. to W. Starling Burgess and J. Linton Rigg, of New York City.
Rainbow, 45′ auxiliary schooner. Sold by Sheldon Clark to Russell Patterson, of New York City.
Sea Duck, 76′ power cruiser. Sold by Samuel D. Cushing to M. E. Singleton, of St. Louis, Mo.
Senora, 50′ auxiliary schooner. Sold by Henry E. Bodman to Jed Harris, of New York City.
Sentinel, 105′ power yacht. Sold by C. A. Tilt to George Woodruff of Chicago, and renamed *Romance II*.
Spindrift, 30′ sloop. Sold by Joseph V. Santry to Alfred T. Davison of Freeport, Long Island, N. Y.
Sunflower, 70′ power cruiser. Sold by Estate of John P. Crozer to George E. Watson, of New York City.
Tomboy, 20-rater sloop. Sold by William S. Faurot to Charles Mallers, of Chicago.
Valentine II, 55′ power cruiser. Sold by Norman L. Noteman to Leo Friede, of New York City, and renamed *Mermaid*.
Vidor, 163′ power yacht. Sold by Victor Emanuel to R. C. Durant of Oakland, Calif., not W. C. Durant, Jr., as formerly reported.
Winona, 72′ auxiliary schooner. Sold by William S. Rhoades to Cuban ownership.
Mischief, 41′ auxiliary yawl. Sold by Charles H. Maginn to A. Nelidow, of New York City.
Surf, 155′ power yacht. Sold by Leon Schinasi to Mrs. John F. Daniell, of New York City.
Scotian, 84′ power cruiser. Sold by Estate of Charles G. A. Pfitsch to Stephen A. Peabody, of New York City.
Sialia, sold by Henry Ford to Archie M. Andrews, of Altadena, Calif.

In the Lee of the Longboat

(*Continued from page 66*)

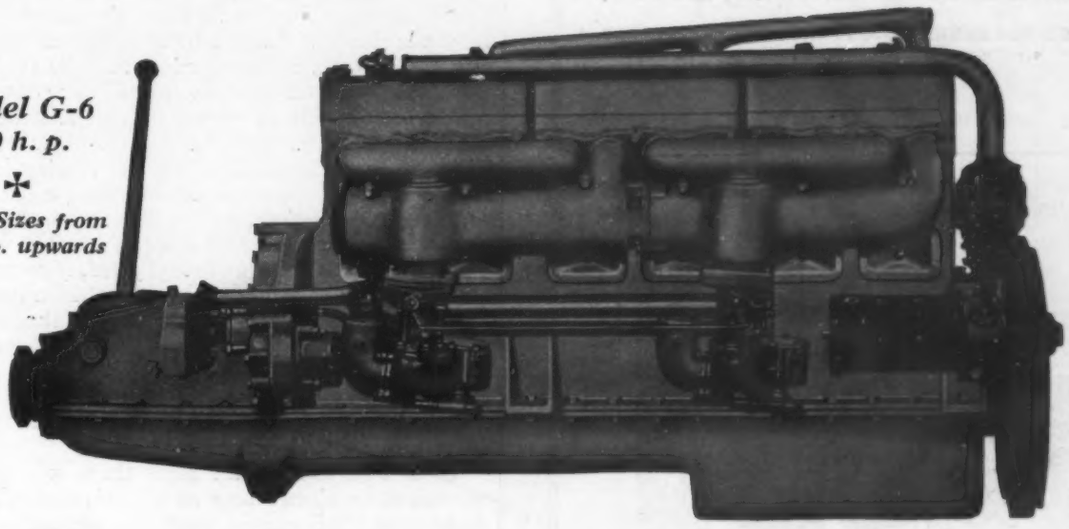
The second yachtsman came right back at him. "Not a bit of it. The 10-meters, for example, would never have been built at all, as the price for building in this country was double what the boats cost abroad. Now, on account of the low cost of building in foreign yards, we have a splendid addition to the racing fleet, which is a great boom for the game. And for a score or so of years, the yards in this country will be making a pot of money on the '10's' — hauling, storing, repairing, conditioning, and so on — aren't they a lot better off than they would be if the '10's' had not been built?"

There you are, mates. How about it?

Scripps

"The Motor That Crossed the Atlantic"

Model G-6
150 h. p.
✠
Other Sizes from 10 h. p. upwards



There is a complete motor service for you

THE SCRIPPS line provides suitable power equipment for almost every type of boat ranging between 16 and 90 feet in length, requiring power from 10 to 150 h.p. in single units, and up to 300 h.p. with twin installations. Reduction gears are likewise available for all sizes.

The excellence of the SCRIPPS motor has naturally led to its installation in many of the finest and costliest boats, and it is the most favored power plant among builders of fine craft. This has caused the inference that SCRIPPS products appeal only to the high-priced field.

Such is not the case. SCRIPPS prices are strictly reasonable, and challenge comparison with any competition of the same power and equipment. Comparing favorably in first cost, SCRIPPS value and service provide a real economy in ease of installation, low up-keep cost, and extraordinarily long life. Motors more than twenty years old are still giving fine performance.

An engine as well and durably constructed as the SCRIPPS requires a minimum of service, but when service is required, it comes promptly and ungrudgingly.

Mr. Douglas D. Martin, Publisher of the Masonic News, Detroit, purchased a used boat some five or six years old, and the coöperation received caused the following comments:

"I want to take this opportunity to thank you for the courteous treatment I have had from you. I have been running motor boats for a great many years. Most of that time I have used an engine made by another firm. In all that time I never received the prompt attention and the unfailing courtesy which you have given me and when I consider the fact that I did not buy this motor from you, but bought it with the boat, I am still more impressed with SCRIPPS methods."

Write for catalog and further details of an exceptional marine motor service

Scripps Motor Company *5833 Lincoln Ave.* ***Detroit, Michigan***

ESTABLISHED 1818.

Brooks Brothers,
CLOTHING,
Gentlemen's Furnishing Goods,
MADISON AVENUE COR. FORTY-FOURTH STREET
NEW YORK

© BROOKS BROTHERS

Clothes for the Yachtsman

We have published a little book, List of Yachts & Racing Schedule, Long Island Sound (Western Part)

A copy will be sent to anyone mentioning

YACHTING

BOSTON
LITTLE BUILDING
TREMONT COR. BOYLSTON

PALM BEACH
PLAZA BUILDING
COUNTY ROAD

NEWPORT
AUDRAIN BUILDING
220 BELLEVUE AVENUE

The Staying of Marconi Masts

(*Continued from page 48*)

spreader the loads on the mast at both spreaders will be about equal and just 0.60 P, instead of 0.85 P as figured above. As the shrouds run parallel, the strains will be equal in the middle and the lower shrouds. As the strain in the topmast shroud is proportional to 0.175 P, the diameter of the two lower shrouds $= \sqrt{\frac{0.60}{0.175}} \times$ dia. of topmast shroud, or

$$D = 1.85\, d \qquad (3)$$

This is a little more than where two shrouds are fitted (see formula 2), but the topmast shroud with three sets carries only a load of 0.175 P as against 0.25 P for two sets of shrouds. For equal loads the three-set shroud can be made thinner, but the total weight is always less for a two-set shroud, in proportion as 3.30 to 2.73. That is two pairs of shrouds weigh only 83 per cent of three pairs for the same yacht by reason of interaction by the spreaders. This is a valuable deduction from our stress investigation, and shows that the simplest rigging is the lightest. But because the mast must be made a little heavier for two sets of shrouds than for three sets, *the total weight of spars, sails and rigging will be practically independent of the number of shrouds and stays fitted, if correctly estimated.*

It has been mentioned that the elasticity of the rigging and the mast played a big part in the staying of the Marconi mast, and that the inherent strength of the mast greatly assists the shrouds and stays to carry the load of the sail press. Let us first find out how the wire rope rigging should stretch in order to allow the mast to bend naturally.

In a well made wire rope there are three kinds of stretches, or elongations as it is termed, viz., the strand tightening, the elastic, and the permanent elongation. The first one simply draws the strands as tight and straight as possible, the second one comes within the elastic limit, the rope from its resilience retaking its original length, and the third one occurs whenever the rope is strained beyond its elastic limit, which for finest steel wire is 110,000 lbs. per square inch. Although in this case the rope may not break, it "*stays put*"; *i.e.* suffers a permanent elongation. Within the elastic limit the elongation is always proportionate to the stress per square inch as well as to the length of the rope, or

$$\text{stretch} = \frac{l \times p}{C} \qquad (4)$$

where

l = length of rope,
p = stress per square inch of actual rope section,
C = a constant = 10,000,000.

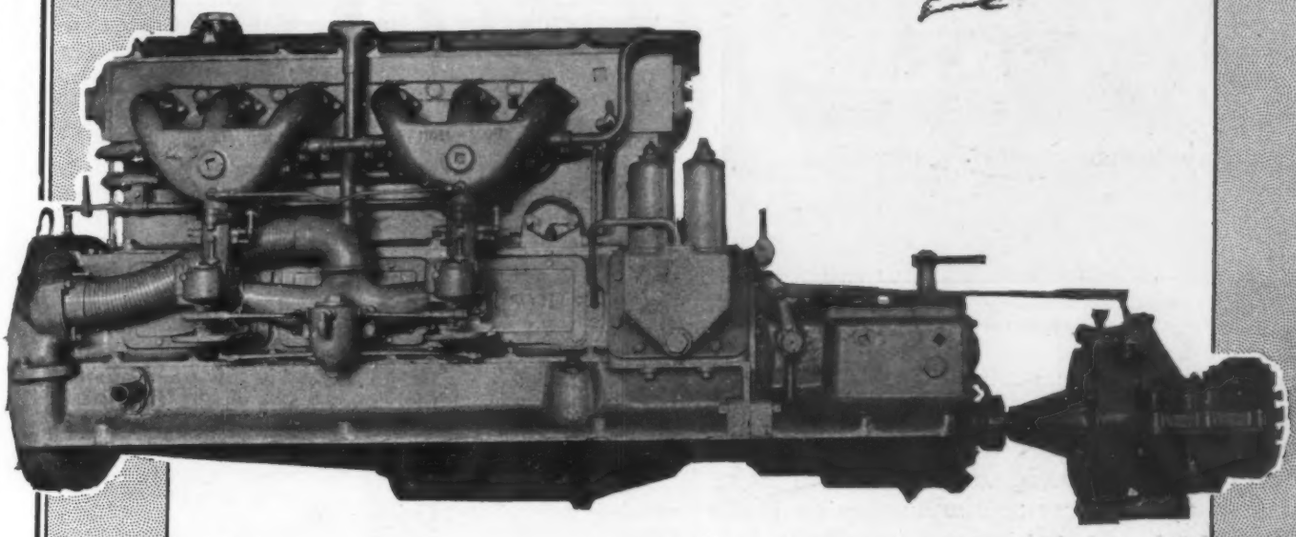
In figuring the stress per square inch the tension in the shroud is simply divided by the total sectional area of all the wires in the rope. For instance, if l = 100 ft., tension = 50,000 lbs., total sectional area = 0.5 square inch, then

$$\text{stress per square inch} = \frac{100 \times 100{,}000}{10{,}000{,}000} = 1 \text{ ft., or}$$

just 1 %.

If a mast or a beam is bent it becomes curved in outline, and the curve is called *elastic line*. It varies a little with the form of the beam and the load, but approximates to a parabola or rather a curve of versed sines which is the outline of the natural bend of the mast. Now if several sets of shrouds are fitted, each strained to the same intensity, then each shroud stretches in proportion to its length, allowing the mast to bend almost naturally. If no spreaders are fitted, however, the upper shrouds sooner or later run tangentially to the mast, as shown in Fig. 9, and do not support the mast at all, or very little. Clearly the full load on the mast would then be borne by the lower shrouds, straining them to the breaking point, perhaps.

HALL-SCOTT



The power plant must be the initial and most critical concern of the seasoned yachtsman. In a.c.f. cruisers the Hall-Scott name on the engine at once answers fully. Among marine engines Hall-Scott motors rank only with those rare creations, usually importations, which are built to laboratory standards, with a passion for pure science.

The selection by:

Bertram B. Conrad, 86′ x 16′ x 4′
Clarence Hall, 91′ x 14′ x 4′
Clarkson Cowl, 99′ x 18′ x 4′
Albert Pack, 72′ x 14′ x 4′
Am. Car & Foundry Co. 68′ x 14′ x 3′6″

of Hall-Scott 175 H.P. heavy duty reduction gear motors for their twin screw motor yachts fully justifies Hall-Scott claims of superiority.

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MOTOR CAR COMPANY

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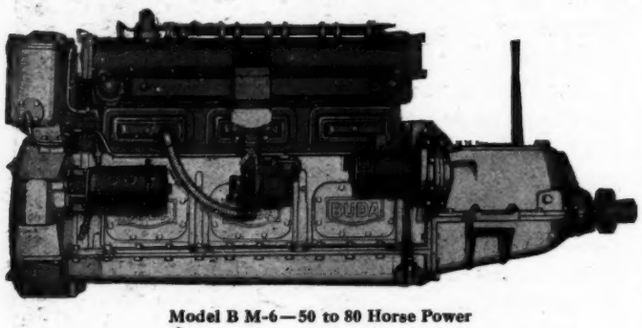
Unusual Simplicity and Accessibility in Design

Buda seventy-five horse power engines are used as standard equipment on the Model 23 Sea Sled

THE extreme simplicity of Buda design, the employment of only tried and proven engineering principles, and the complete absence of freakish ideas and experiments are winning more and more boat builders to standardize on Buda power. Owners, too, recognize these Buda features and are re-powering their boats with Buda marine engines, because simplicity means greater practicability and longer service.



Model B M-6—50 to 80 Horse Power

With a Buda in your boat you have not only dependable and smooth power but a clean running engine that has the stamina to endure in the hardest kind of service.

Write for bulletin 580

THE BUDA COMPANY

Established 1881

HARVEY (Chicago Suburb) ILLINOIS

BUDA POWER

On the other hand, if a spreader is fitted to the upper shrouds and the strain on the shrouds causes a stretch of 1 per cent, it can be shown graphically that the mast bends, as in Fig. 10, near enough to the natural curve to strain the shrouds to the same intensity if both shrouds make the same angle with the straight mast. Herein lies the most value of the spreader, because it is practically impossible for the mast not to bend when sailing in strong breezes. In fact the mast *should* bend a little to keep the shrouds working to their capacity, so to speak, and only in this manner can the rigging be made as light as possible.

When bending a mast, the fibres of the upper, or convex side, are in tension and the fibres of the concave side are compressed.

Ardette Wins Northrup Memorial Trophy Race

(*Continued from page 55*)

the officers and members for their hospitality. A word, also, should be added to tell of the sympathy of all hands for Commodore Herbert M. Hill in the loss of his father, whose death occurred on the afternoon of the second day. This, of course, made it impossible for the commodore to take part in any of the races for which he was so largely responsible and for the success of which he had worked so hard.

Those who acted as judges for the event were: Otto Barthel and Dr. W. A. Wilson, Detroit; Harry Larkin and Harry Bisgood, Buffalo; G. Ernest Macrae, Toronto; and Commodore Austin, Cleveland.

SUMMARY OF THE RACES

July 2nd, 1st Race

Boat	Finish
Quiver	1:39:55
Ardette	1:50:45
Latonka	1:54:10
Banshee	1:56:10
Thalata	1:56:15
Scorpion	2:15:05
Spry	2:41:18

July 3rd, 2nd Race

Boat	Finish
Ardette	11:23:20
Spry	11:23:37
Quiver	11:24:20
Thalata	11:24:30
Scorpion	11:25:17
Banshee	11:30:02
Latonka	11:34:48

July 4th, 3rd Race

Boat	Finish
Ardette	11:32:10
Scorpion	11:32:12
Thalata	11:32:25
Quiver	11:33:22
Spry	11:35:23
Banshee	11:36:07
Latonka	11:39:09

Summary of Points Won

Boat	
Ardette	20 points
Quiver	16 "
Thalata	12 "
Scorpion	11 "
Spry	10 "
Banshee	8 "
Latonka	7 "

The first and third races were sailed over a 9-mile triangular course, and the second to leeward and return, 10 miles.

The New London-Cape May Race of the Corinthian Yacht Club

(*Continued from page 33*)

turned against the fleet, which soon split, some going in under Gardner's Island for the beat to Montauk and others following the Fisher's Island shore to the eastward, to save the tide, before coming about.

Those that did the former got the best of it, for they found smoother water, while there was a lump of sea out in Block Island Sound. It was a long, slow beat down to Montauk, and when the point was reached the wind lightened and a heavy tide swept the boats back as they tacked to round. *Butterfly* was first to try it, having established a nice lead, but she could not fetch, and she made hitch after hitch before she finally cleared and got out to sea, while those behind sailed up on her before she got around. *Windjammer* hugged the beach and was close on Walter Sullivan's heels before the latter got clear. Then came the new *Sachem*, coming in on a long leg from the northeast, and the little *Duckling*, right up among the leaders. *Black Goose*, *Teal*, *Yankee Girl*, *Malabar VIII* and *Alert* followed, but it was then six o'clock

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What is Galvanizing?

Coating Iron or Steel with zinc to protect them from rust is commonly called Galvanizing. Zinc is a basic metal like Copper, Tin or Lead.

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The only method yet found that gives satisfactory results in the Marine Field is the Hot Dipped Process of Galvanizing. When the Hot Process is used, the material is actually immersed in a bath of molten zinc. This insures the heaviest possible coating.

The main object of all other methods of Zinc Coating is to reduce the amount of zinc used. This can only be done at the expense of durability. All Wilcox Galvanized Fittings are treated by the Hot Dipped Process. The work is done by experts in their line — men having from thirty to forty years of experience in Galvanizing for the Marine Field alone.

The Hot Dipped Process of Galvanizing, the broad experience of our highly trained personnel and our policy of insisting always on the highest quality has given the W. C. line its reputation for remarkably long life on or near salt water. A constantly increasing demand for the Wilcox Dependable line is the best proof of the success of our endeavors.

The booklet "The Truth About Galvanizing" sent free with other literature of interest to boatmen.

Like the famous Wilcox Boat Nails, the "Neverust" brand of lag screws, bolts, carriage bolts, wire and cut nails, etc., are used by discriminating boatmen and boat builders who want dependable goods and know where to get them. Ask your dealer.

GALVANIZED 100 LBS. NEVERUST GUARANTEED WIRE NAILS

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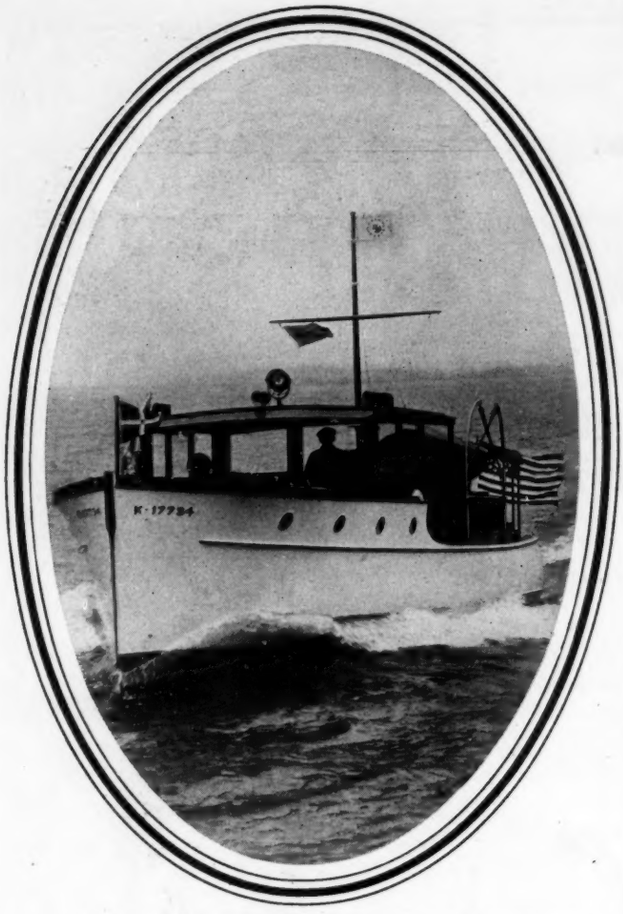

"THE DAWN TWIN SCREW 45-FOOTER"

Duplicates have been delivered to

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W. Cornell Blanding
L. Howland Brown
Julian Fairchild
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Dawn *for* Quality

The association of quality with the Dawn "38" and 45-foot Cruisers is not a chance association. It is justly deserved. Yachtsmen familiar with Dawn Cruisers recognize in them this inherent quality . . . place absolute dependence on Dawn performance . . . expect the superior comforts which intelligent planning affords . . . thoroughly approve the clean-cut appearance and fine lines so apparent on all Dawn Cruisers.

The 38-footer $8875. The 45-footer $14600.

Dawn Cruisers standardize on six cylinder Kermath motors because of their marked reliability, their economical upkeep, operation and outstanding performance

DAWN BOAT CORPORATION
CLASON POINT, NEW YORK CITY

DAWN CRUISERS

and the leaders were hull down ahead. That long beat to Montauk was heart-breaking and lost many of the contestants their chances in the race right at the start.

Once around Montauk the wind hauled to south and the fleet could just lay down on the course of SW x W with sheets well aft. The sea was rough, and while it bothered many stomachs there was but little water on deck.

About two in the morning the wind let go and there were several squalls, with rain and lightning, and a sudden shift of wind that caught some of the skippers aback with all their kites aloft. Then it shut down thick o'fog and the blanket covered the fleet until the next afternoon as they beat to windward in light, fickle airs and catspaws. Somewhere about three in the afternoon a hard nor'west thunder squall hit the fleet, forcing many of the yachts to lower mainsails. After it had passed the wind came in from the north and spinnakers and ballooners were set as the boats started the drive for the finish, still some 90 to 100 miles away. Gradually the wind backed to NNW, and hardened. By sunset it was blowing hard, with a steely sky in the west that denoted wind all night. As the boats drew in on the lower Jersey beach the water smoothed, but those farther off shore got a good dusting and a proper washing. But by ten o'clock next morning the bulk of the fleet was safely in Cold Spring Harbor, Cape May.

In this last connection, all of the contestants in the race take pleasure in paying their respects to the U. S. Coast Guard. Not only did this branch of the service supply the Destroyer *Terry* for the use of the Race Committee at the finish, but they also had several of the 75-foot chasers at Cape May, and as fast as the yachts finished lines were passed to them and they were towed in between the breakwaters and anchored in the harbor, obviating the necessity of breaking seals and starting engines in the rough sea and darkness at the finish line. The slogan sung by skippers and crew alike after the finish was "If the Navy took 'em over, the Coast Guard towed 'em in." Every facility was graciously furnished by the Commandant of the Cape May Base.

Of the entertainment furnished by the officers and committee of the Corinthian Yacht Club a whole story could be written. Headed by Commodore Ernest duPont, nothing was left undone to make every one in the race glad that he sailed the long course. The Corinthian Yacht Club will have no difficulty in getting entries in any future race it may promote.

One feature of the race, as shown by the results, was that four of the smaller, Class B, yachts beat, either actually or on corrected time, all of the larger Class A schooners. Of these four, *Butterfly*, with the best elapsed time, *Duckling* and *Azor* were sloops, and *Alert* was a yawl. Yet the race was sailed in good schooner weather, being a reach for four-fifths of the way, in which the schooners could carry their kites, and the last 90 miles was a broad reach in a fresh breeze, conditions in which the schooners are supposed to be, and were, at their best. Also the sea, while at no time really hard, was rough enough to bother the smaller boats more than the larger ones. Yet the former "came through," in spite of the fact that the sloops were taxed 10% of their rating for rig. This emphasizes the fact that some new measurement rule is needed for these ocean races that will more nearly equalize the difference between yachts of varying types.

Marblehead and Lake Michigan Sailors Sail Crew Match

(*Continued from page 57*)

Both races were taken by Caleb Loring's crew while the other Marblehead skipper, Edward M. Abbot, finished second each time. The first race was to leeward and return, eight miles. Obtaining the start with the *Sally XIV*, Caleb Loring was never headed from line to line. On the other hand the Chicago skippers, Pervear with *Falcon* and O'Rourke with *Lorelie*, led Abbot around the leeward mark, but coming up the wind the latter worked the *Hornet* into second place.

Announcement

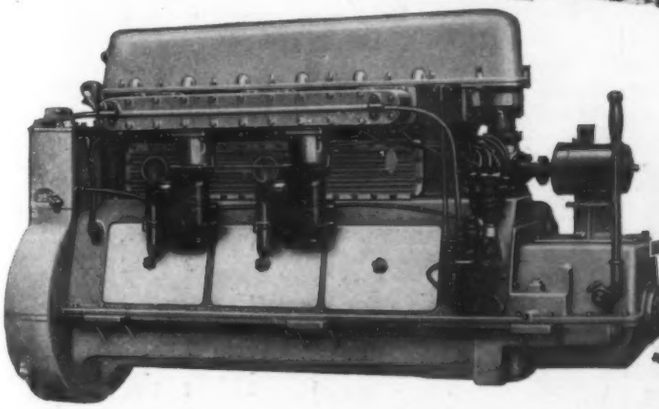
The Kermath Manufacturing Company are pleased to announce the appointment of the

Noyes Marine Sales Company

1037 Commonwealth Avenue

Boston, Massachusetts

as New England distributors for Kermath Marine Engines, Parts and Service. Boat builders, boat owners and Kermath dealers in Vermont, Maine, Massachusetts, New Hampshire and Rhode Island will be supplied direct by the Boston distributors with Kermath engines, spare parts and service. A complete showing of all Kermath models will be displayed in the show rooms of the Noyes Marine Sales Company.



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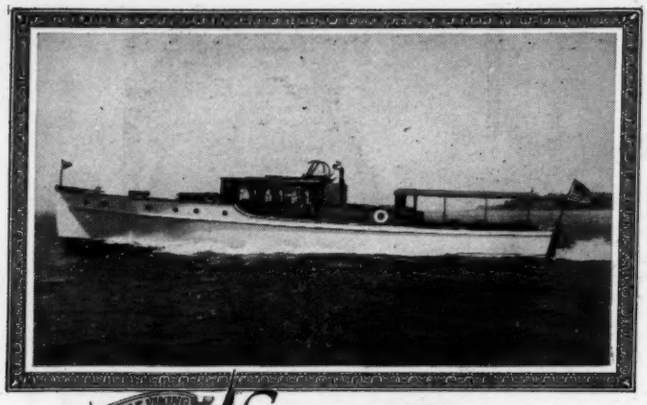


Speed-Elegance

The "Little Viking" designed and built by Consolidated for Mr. George F. Baker, Jr., of New York.

THE FLEETNESS and grace of a winged gull—the clean-cut lines of a thoroughbred—the comfort and elegance of a palatial home—all are combined in this latest Consolidated built yacht.

And down below are the sturdy, powerful Speedway Engines, far famed for reliability and worthy of powering the finest craft afloat.

If you are considering a new yacht for 1928 or one for Florida this Fall, we invite your inquiry. Sketches will be submitted if you are interested.

Consolidated Shipbuilding Corp.
Morris Heights, New York
Makers of Yachts and Speedway Engines

Saloon *Engine Room with Speedway Engines* *After Cockpit*

The Eastern's Cruise

(*Continued from page 39*)

her three miles off the course, and while she had the honor of leading the fleet into the harbor, the *Lynx* was close enough to win the run by 21 minutes over the Whitney yacht, 24 minutes over the *Resolute* and 1 hour and 35 minutes over the *Katoura*. The other victors were the schooners *Pleione* and *Nokomis*, and the sloops *Andiamo*, *Cockatoo*, *Synthetic*, and *Sally XIV*.

It had been originally intended to send the fleet back from Portland to the Isles of Shoals, but the morning of July 7 broke threateningly and Vice Commodore Milliken, in command of the squadron, ordered the fleet to anchor that night at Kittery. The breeze was nearly dead ahead and all hands prepared for a 40-mile climb from Witch Rock, off Portland, to Kitt's Rock, at the mouth of the Piscataqua.

This time the *Resolute* mistook the signals and was handicapped six minutes at the start, while the *Lynx* was also slow in getting over. On the other hand, the *Vanitie* was right on the job and was never headed. In fact, she had not sailed ten miles against a moderate breeze before she had saved her time. The *Katoura*, with her big headsails and narrow jib-headed main also showed to advantage in the climb up the breeze and beat the *Resolute* by nearly ten minutes. It was her best and last exhibition in the series, for the next day she headed back for Bristol. On the other hand the *Lynx* was about as bad to windward as she was good to leeward. She simply would not move and was beaten an hour and 23 minutes by the *Vanitie*, and nearly an hour by the *Resolute*.

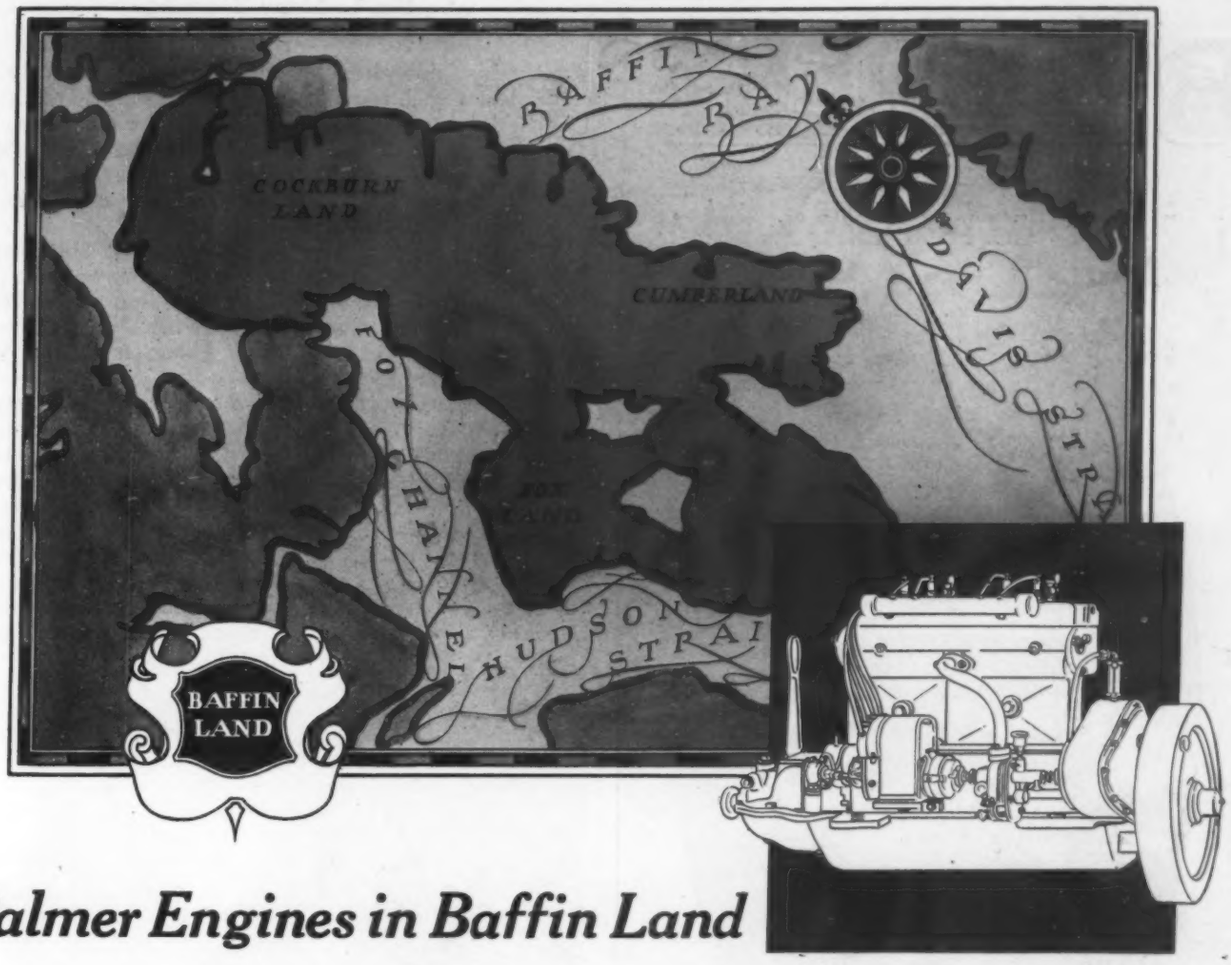
In this run the *Pleione* scored her third successive victory, while the other winners were the *Carolina*, *Typhoon*, *Sachem* and *Nor'easter*, the latter being rigged with one of the new wooden jib stays.

The run on July 8 across Ipswich Bay and around Cape Ann into Gloucester was the best of the cruise. A snapping northwester from out of a clear sky prevailed all day, giving the yachts a broad reach of 25 miles to the Cape Ann whistler, and a beat to the finish. The *Vanitie* romped away in the lead and had her time saved on the *Resolute* at the turn into the home stretch, but not on the *Lynx*, which again proved her worth down the wind. Once sheets were flattened however, the *Lynx* dropped back as if towing a lobster pot. The *Vanitie* beat the *Resolute* 3 minutes and 40 seconds in the 32 miles and the *Lynx* by 6 minutes and 21 seconds corrected time. Awards in other classes went to the *Pleione*, *Sachem*, *Carolina*, *Typhoon*, and *Nor'easter*.

According to the original schedule the fleet was to have raced across the Bay to Provincetown in July 9th, return to Gloucester on the 11th, and hold a windup race in the Bay on the 12th. At a captains' meeting called the evening of the 8th, it was found that scarcely anyone wanted to go to Provincetown, so it was decided to hold a final race in the Bay and disband at Marblehead.

The records of the major yachts in the series follows:

	Starts	*1sts*	*2nds*	*3rds*	*4ths*	*5ths*
First Division Schooners						
Vanitie	8	5	3			
Resolute	8	1	4	3		
Lynx	6	2		3	1	
Second Division Schooners						
Pleione	4	4				
Queen Mab	4	2	2			
Shawna	6	1	2	2	1	
Mistral	5		2	2	1	
Class M						
Carolina	8	4	2	1	1	
Chiora	8	2	2	2	1	
Andiamo	5	2		2	1	
Prestige	4	1	1	Did not finish		
Ibis	5		3		1	1



Palmer Engines in Baffin Land

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The Palmer Line

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PNR1 — 1 cylinder	6 h.p.
PNR2 — 2 cylinder	12 h.p.
PNR3 — 3 cylinder	18 h.p.
PNR4 — 4 cylinder	24 h.p.
ZR1 — 1 cylinder	7 h.p.
ZR2 — 2 cylinder	18 h.p.
ZR3 — 3 cylinder	30 h.p.
ZR4 — 4 cylinder	40 h.p.
F2 — 2 cylinder	18 h.p.
F3 — 3 cylinder	25 h.p.
F4 — 4 cylinder	35 h.p.
F6 — 6 cylinder	50 h.p.
NK2 — 2 cylinder	25 h.p.
NK3 — 3 cylinder	35 h.p.
NK4 — 4 cylinder	50 h.p.
NK6 — 6 cylinder	80 h.p.
VH — 4 cylinder	14 h.p.
VHL — 4 cylinder	20 h.p.
Little Huskie, 4 cylinder	15 h.p.

This summer, George Palmer Putnam will lead another Arctic expedition into the frozen regions of the North. This time, Baffin Land will be visited in the interests of four scientific societies and extensive exploration work will be carried on.

On the two-masted schooner "Morrissey" in which the expedition will sail, there will be a Palmer PNR-2 used as a stationary engine.

For trips away from the base a specially equipped launch and a whaleboat, both powered with Palmer Little Huskie Engines, will be used. It is expected that these boats will be used practically every day often through ice-infested water and in all kinds of weather.

Palmer Engines were selected because they are known to be dependable in every clime. They stand up faithfully under the rigorous conditions of service. They are true friends in time of need.

Palmer Engines are made to-day to the same exacting standards of workmanship as thirty years ago. There is a Palmer Engine for every boating need. Send for descriptive catalog, or see the whole line at our nearest distributor's office.

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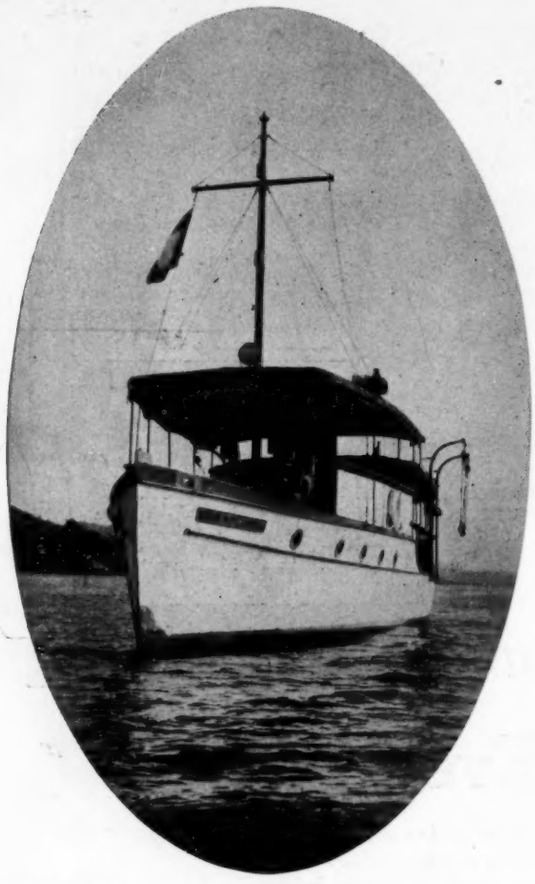
BOLINDER'S

LOW PRESSURE—SURFACE IGNITION
SOLID INJECTION TYPE
OIL ENGINES



HAVING featured the BOLINDER auxiliary type of cruiser in the February and April numbers of YACHTING, the picture shown in this issue is typical of the BOLINDER full-powered cruiser. This is the *Messenger*, a twin-screw craft, 62′ x 11′ 6″ x 3′ 6″ draft, in service at Iloilo, Philippine Islands. With two 30 h.p. 2-cylinder direct reversible BOLINDER Oil Engines, the *Messenger* attains a speed of 9 miles per hour. A more economical, dependable and serviceable power plant would be hard to find — and there are no fire hazards with a BOLINDER.

Sizes range from 6 to 600 h.p.

"The Best the World Produces"

BOLINDER'S COMPANY, Inc.

BOLINDER'S COMPANY J·R·G TRADE MARK NEW YORK U·S·A

33 Rector St. New York City

Not So Many Years Ago

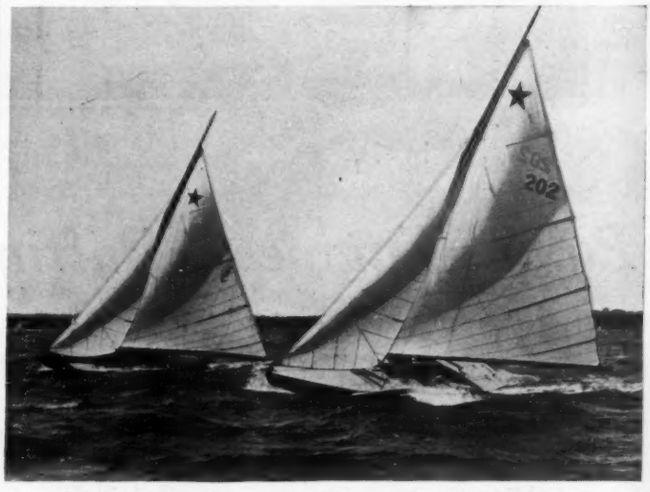
(*Continued from page 36*)

silently by faint airs. For many hours previously the committee tug, *Eugene Moran*, had been anchored at the finish line, waiting. The members of the committee, H. deB. Parsons, J. M. MacDonough and Frederic O. Speddon, not only waited that day for the yachts, but for news of the war situation. There was no radio set on the tug to keep them informed.

At eight o'clock, long before *Resolute* and *Vanitie* finished, newspaper men covering the cruise went out in a launch to tell the committee members that a state of war existed in Europe, that the New York Stock Exchange had been closed, and other minor details that did not seem to comfort them in the least.

The little town of Stony Brook, where the newspaper men had managed to establish wire communications, was decidedly agog over the general situation. It was probably the biggest night that Stony Brook had experienced up to that time, with a fleet off its shores and a great war breaking in Europe. Fragmentary and startling messages came over the wire. "The biggest news day in years" was the word to Branderbury, of the A. P., and he soon afterward received orders to return to his office for duty.

Finally *Resolute* and *Vanitie* came ghosting along to the finish line and we attempted to send a paltry story of a yacht race into the overworked offices. It was somewhat overshadowed by the war news.



Adrian Iselin's *Ace*, winner Western Long Island Sound international eliminations.

Off Crane Neck Point that night, on the placid, moonlit waters, the great yachts lay with their riding lights twinkling. Launches buzzed along at times among the fleet. It was a serene and beautiful summer night, but calm did not reign in the minds of the men and women on board, beset as they were with visions of tumbling stocks and the calamity of war.

Star Class International Eliminations

(*Continued from page 63*)

fleets, those challenging for the first time, etc. Reservations should be made through C. S. Makepeace, P. O. Box 1146, Providence.

Locally, *Rhody* is again leading, and it looks as if Comstock and Gidley would defend their own title.

The known entries thus far are: Commodore J. C. Rockwell of the Manila Y. C., who will represent the Philippine Islands Fleet sailing *Limbas*. He has made the longest trip on record to enter an international yacht race. Everardus Bogardus and McB. Purvis will represent the Hawaiian Fleet, sailing their new Star No. 427. The only other elimination series already finished is at New Orleans where Earl Blouin again won with *Talita*.

28 SECONDS *from blast to echo!*

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The Cunningham new-principle, disc whistle astounds boat owners who have been accustomed to the old-type diaphram whistle. It sends its tone *much farther*—uses a fraction of the energy —can't get out of whack!

Used extensively on all sizes and types of craft everywhere.

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Lloyd's Register of American Yachts

AN examination of the last issue of the American Yacht Register, the 25th, offers an interesting comparison with the first small volume of 1903, and serves to illustrate the growth of American yachting in a quarter of a century. Prior to the establishment of Lloyd's Register the largest number of yachts listed was 1900, of which about 600 were power-driven, mainly by steam, with a few auxiliaries; the number of clubs was but 170, with 1000 private signals. The first issue of Lloyd's Register listed a total of 1939 yachts of which 850 were equipped with steam or other power; the number of private signals was 1100.

The Yacht Register of 1927 lists a total of 3911 yachts, which, with the Supplement which will be issued next month, will run to over 4000. Over 75% are equipped with power, mainly gasoline engines, with an increasing number of heavy-oil engines and a very small number of steam engines. The clubs, which include those of Canada, West Indies and South America, with the United States, total 500, with nearly that number of Club burgees, while the private signals number 2200.

The book, a large volume of 500 pages, with 49 color plates, is issued in two styles of binding, blue cloth with gilt edges, and plain white canvas. A separate volume, Lloyd's American Yacht Flags, includes the Flag Plates, as in the Register proper, bound separately in a flexible blue cover.

Boston Gold Cup Association Appreciates New York Help

THE Gold Cup Association of Massachusetts, which conducted the very successful regatta for power boats on Dorchester Bay, June 17th–18th last, desires to express, through the medium of the yachting magazines, its appreciation of the aid given by the yachtsmen from New York and the members of the Regatta Circuit Riders in the active conduct of the races. This being the first time that Boston has run a speed boat regatta of national prominence, the local Race Committee was very glad to make use of the experience and help of those who had been handling events of this kind in the past.

The New Yorkers appreciate being asked, and so all hands are happy and satisfied with the results.

The Origin of the Sharpie

Editor, YACHTING:

I am glad to know that there are still in existence some of the old log canoes which preceded the sharpie about New Haven, as shown by Alan Cornwall Smith's photograph in July YACHTING; it would be well worth while if someone would take accurate measurements of one of the larger of these ancient craft. My information was taken largely from the *Report on the Ship Building Industry of the United States*, by Henry Hall, Special Agent, which formed a part of the Census Report of 1884. This is a valuable work, long since out of date; it contained much first-hand information and many illustrations, including the lines of old vessels. Some of the drawings, such as the log canoe and the sharpie, were, however, very crude.

I am not aware of any connection between the New Haven sharpie and the numerous flat-bottomed craft of the Chesapeake and southern waters; these latter were described and illustrated in *The Cruise of the Coot*, by C. P. Kunhardt, published in the old *Forest & Stream* in 1885. The "flattie" and other similar primitive craft are found along the length of the Atlantic coast, but the real sharpie has certain features which mark her as of different origin.

I can see where Mr. Munroe's inspiration for the *Presto* type came directly from the larger sharpies, especially the sharpie yachts, though the rig was entirely different.

I agree most cordially with Mr. Smith as to the atrocity of the term "Marconi" as applied to the present-day rig. It might as well be called the Thomas A. Edison rig or the Samuel F. B. Morse rig; the term "leg-o'-mutton" has back of it years of use by sailormen, it is more general and less limited and local than Bermudian, and I hope that it will be generally adopted!

W. P. STEPHENS.

BAYSIDE, L. I.

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Plastic Wood in Great Demand

Plastic Wood is the invention of a scientist who has endeavored to create a material that would have all the properties of wood, but which could be moulded and worked into places where solid wood could not be easily used. In working out the formula it was necessary that, in addition to its plastic form, it should adhere firmly to the substances to which it was attached, and the finished product sticks as strongly as does glue to wood, metal, fabric and other substances.

Plastic Wood, as it has now been used for over two years, comes in air-tight tins and is of practically the consistency of putty. It is handled exactly like putty and can be worked easily with the fingers or knife to the shape or in the place desired. On exposure to the air it hardens to the consistency of wood, and when hardened, it has all the properties of wood, with the exception that it has not the natural grain and it will not chip or splinter.

When hardened, it can be worked with any wood-working tools. It can be sandpapered, planed, sawed, bored, and it will take nails and screws exactly as any natural wood. Paint, varnish and stain are applied to Plastic Wood in its hardened state, just as they are applied to any wood.

The uses to which a yachtsman can put Plastic Wood are many and varied. It is something that should be in every bosun's locker, and it can be obtained at all marine and paint supply houses.

Evinrude Sales and Service in Florida

The Jacksonville, Florida, branch of the Evinrude Motor Company, Milwaukee, Wis., manufacturers of the well-known Evinrude detachable rowboat and canoe motors, forest fire pumps and contractors' pumps, is in full swing. The Evinrude Company reports that business in Florida is still on with a rush, and will continue active the year round.

A full line of Evinrude equipment is on exhibition at this branch and a complete stock of all items (including parts for all models) is carried for the purpose of giving Florida Evinrude owners the very highest type of service. P. D. Horkan a native of the south is manager of the branch.

Dealers and owners in Florida are cordially invited to visit the branch, 126 West Bay Street, Jacksonville. All orders by wire, telephone or letter can be filled quickly and efficiently.

Elto Opens New England Branch

As an important part of their program to give Elto dealers and users in Massachusetts and Maine better service, the Elto Outboard Motor Company recently established the Elto Motor Sales Company, at 68 Eliot Street, Boston, Mass. Mr. H. B. Parker is general manager. A complete stock of motors and parts is carried in Boston, so that eastern dealers can enjoy the same service as those nearer Milwaukee. Mr. Parker has been working with the Elto organization for several years and fully understands every Elto sales and service problem.

Oberdorfer Opens New York Office

The M. L. Oberdorfer Brass Company of Syracuse, New York, has recently established a New York office at No. 1 Broadway for the purpose of rendering closer service to the metropolitan area. Mr. T. H. S. Andrews, a mechanical engineer well known in the marine field, will be in active charge.

Books for Yachtsmen

TRACK OF THE TYPHOON, *by* William Washburn Nutting. A round trip of the Atlantic Ocean in a 45-foot ketch, by the skipper of the lost *Leiv Eiriksson*. Price $2.00 (*16c)

SAILING ACROSS EUROPE, *by* Negley Farson. Through the backyards and alleyways of Europe in a 26-foot converted yawl. Price $3.50 (*20c)

THE CRUISE OF THE AMARYLLIS, *by* Lieut. Muhlhauser. A remarkable cruise around the world in an auxiliary ketch; of gripping interest from start to finish. Price $2.50 (*16c)

UNDER SAIL, *by* Capt. Riesenberg. A tale of a voyage on a square-rigger around Cape Horn. Price $3.00 (*16c)

TWO YEARS BEFORE THE MAST, *by* R. H. Dana. A marine classic. Price $2.00 (*16c)

THE BRASSBOUNDER, *by* Capt. David W. Bone. A true story of a seventeen months' voyage out of Glasgow under square sail, interestingly written by a seaman of long experience. Price $2.00 (*16c)

YACHT CRUISING (new edition) *by* Claud Worth. Considered by well informed yachtsmen to be the most interesting, most informative, most authentic and most authoritative volume on cruises in yachts, 460 pages, 100 illustrations and plans. Price $8.00 (*25c)

THE CRUISE OF DIABLESSE, *by* Frederic A. Fenger. A delightful account of a long voyage in a small yacht. A twenty months' cruise to the West Indies and the north coast of South America. Profusely illustrated. Price $3.00 (*16c)

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THE FORE AN' AFT RIG IN AMERICA, *by* E. P. Morris. A history of the various type craft with fore and aft rig, replete with reproductions of old prints, sketches, paintings and photographs. Price $4.00 (*20c)

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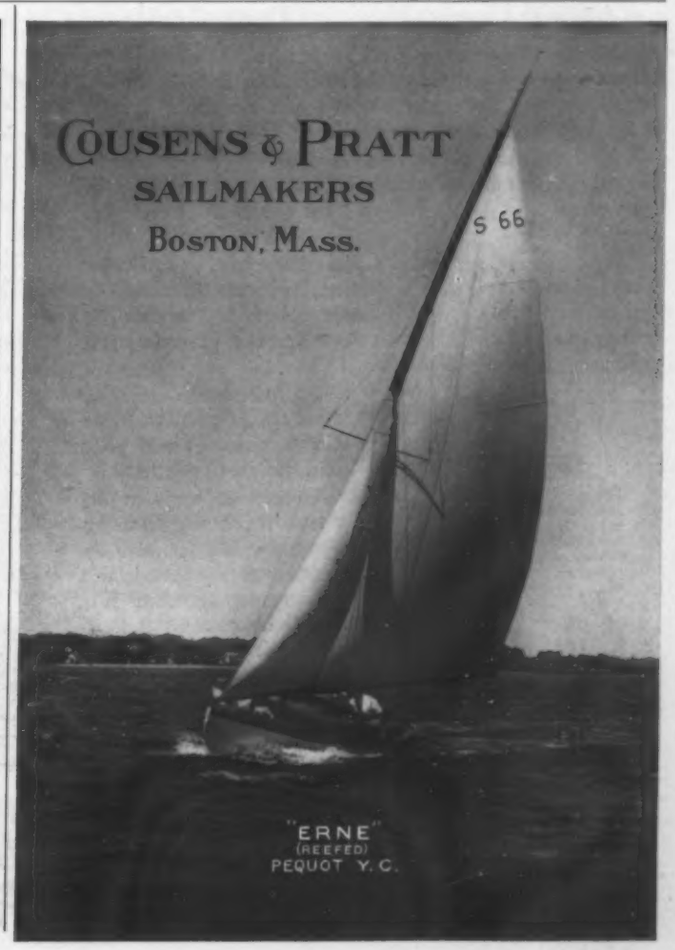


This Habit Pays Dividends

Of those you see in a dentist's waiting room only a very few are there of their own accord. The others are seeking relief from pain. As a simple health measure, let your dentist prevent trouble. It is far easier than correction. See him at least once every six months.

Why 4 out of 5 are penalized

Look around you. The faces of men and women you pass on the street reveal the appalling truth. Neglect is taking its toll in health. And 4 out of 5 after forty, and thousands younger, are innocent victims of that grim foe—Pyorrhea.

At These Uneven Odds . . . Don't Gamble

What an insidious enemy it is! Its poison that forms at the base of teeth creeps through the body. Health is destroyed. Such troubles as rheumatism, stomach disorders, anemia and facial disfigurement often follow.

But two simple preventive measures will protect health. Let your dentist examine teeth and gums at least twice each year. And start using Forhan's for the Gums, regularly, morning and night.

This dentifrice, the formula of R. J. Forhan, D. D. S., for many years a Pyorrhea specialist, prevents Pyorrhea or checks its vicious course—if used regularly and in time. It firms gums; also it keeps teeth white and protects them against acids which cause decay!

You Can Be Sure Of This

Forhan's Antiseptic Refreshant does just what we promise for it. It safeguards mouth, nose and throat against oral infection and relieves unpleasant breath instead of concealing this embarrassing trouble behind a tell-tale odor. Thousands are now keeping breath sweet and fresh this sensible way. Try it. At all druggists, 35c and 60c.

So, to be on the safe side, start using Forhan's for the Gums, now. Teach your children this good habit.

Unlike ordinary tooth pastes, it contains Forhan's Pyorrhea Liquid used by dentists everywhere in the treatment of Pyorrhea. It is health insurance. All druggists, in tubes, 35c and 60c.

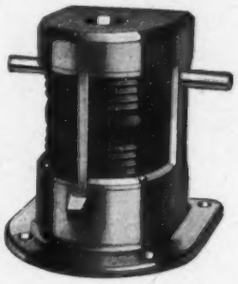
Formula of R. J. Forhan, D.D.S.
Forhan Company, New York.

Forhan's *for the gums*

MORE THAN A TOOTH PASTE . . . IT CHECKS PYORRHEA

A New Light for Class I Motor Boats

We show in this column a new light which is being manufactured by the National Marine Lamp Co., of Forestville, Conn. This is a combined bitt and running light with a flag staff socket on top. These lights are 5½ inches high and are most sturdily constructed. They may be had in corrosion



resisting aluminum or bronze, and are adaptable to boats of 26 feet or under. The light is of pleasing design and should prove very popular.

Pandora, Powered with Twin Universal Engines, Wins Southend to Putney Race

The cruiser race which was organized by the Nore Yacht Club was not so much a test of speed as of reliability and seamanship. The course covered was 51 miles, from Southend pier head to the Duke Head Hotel, Putney — a course which passed through the pool of London for the first time in the history of motor boat racing.

Out of the 27 starters, 25 boats finished the long race in spite of nasty weather, by no means ideal for the smaller boats, as a strong southwest wind whipped the sea into a vicious lop.

The *Pandora*, a 30 foot cruiser powered with twin Universal Flexifour 10–15 h.p. motors, won the race. A. E. Turner, of Kingston Hill, is the owner.

The Truth About Galvanizing

A booklet issued by Wilcox-Crittenden & Co., of Middletown, Conn., entitled *The Truth About Galvanizing* is now available to the readers of YACHTING. Every yachtsman is most vitally concerned with this subject, for a large proportion of all the metal fittings aboard his craft are galvanized.

No material or fittings are more depended upon for safety of life and property than are those which are used at sea. The integrity of the manufacturer is the only guarantee that the boat builder or owner has. When untried products are installed, hidden defects are not disclosed until a sudden and unforseen strain quickly discloses any weakness.

Galvanizing is the term commonly used to describe the process by which iron and steel are coated with zinc to protect them from rust. The word "galvanized" has been much abused throughout the trade, and is often used to describe inferior methods of zinc coating. Thus it behooves the yachtsman to ascertain that every galvanized article on his boat is manufactured by a firm whose reputation and established integrity preclude the possibility of poor metal and inferior galvanizing.

Wilcox-Crittenden & Co., have been in the marine hardware business since 1847, and during that time have investigated many new methods of rust prevention by zinc coating. They are still convinced that

(*Continued on page 103*)

the hot dipped galvanizing process is the best. When an article is to be galvanized by the Wilcox-Crittenden hot process, it is first thoroughly cleansed by pickling in strong acids, and then actually immersed in a bath of molten zinc.

The proper preparation of this zinc bath is of primary importance. Zinc is a basic metal and only geniune Western Spelter is used. Great skill is necessary for the production of first class work and it is regretted that lack of space prevents giving our readers here a detailed account of the many operations that the process entails. Properly galvanized articles are heavily coated — for instance one hundred pounds of nails will take on an average of ten pounds of zinc when galvanized by the Wilcox-Crittenden hot process, whereas when coated by some of the new processes they take on but about one pound of zinc.

Drake Sparkman Takes an Associate

Drake H. Sparkman, yacht broker, of 11 East 44th Street, New York City, announces that J. Burling Murray, of Greenwich, Conn., has become associated with him in his business. Mr. Murray has been active in Long Island Sound racing circles for the past seven or eight years, and is familiar with the yacht market on the Atlantic coast. He is a graduate of Princeton University and during the late war he served as an officer in the Naval Reserve Force.

In addition to Mr. Murray, Mr. R. M. Haddock, N. A., has a desk in this office, so that the firm is in a position to take care of designing as well as brokerage and yacht and marine insurance.

The 20th Annual M. V. P. B. A. Regatta

(*Continued from page 54*)

CLASS— 340. 5 MILES. 2 ROUNDS.

Points	Boat and Owner		
300	*Miss California*	(record)	50.99
	W. O. Harris		
200	*Frazzle VII*		41.86
	Randall McFarlan		
100	*It*		44.22
	H. L. Brown		
50	*Baby Peerless II*		
	Chris Ripp, Jamaica		
25	*Kathleen*		
	J. H. Glass, Houston		

CLASS—510. 10 MILES. 4 ROUNDS.

300	*Miss Houston IV*	45.11
	Frank H. Robertson	
200	*Miss Kemah*	53.41
	Henry Falk, Houston	
150	*Miss Fern Creek*	43.74
	Stout & Jones, Louisville	
75	*It*	43.64
	H. L. Brown, Orange	
25	*Frazzle VII*	38.51
	Randall McFarlan, Cincinnati	
20	*Baby Peerless II*	
	Chris Ripp, Jamaica	

CLASS—725. 10 MILES. 4 ROUNDS.

400	*S-M*	55.66
	J. E. Sellman, Houston	
100	*Dixie Baby*	51.75
	L. A. Layne, Houston	
100	*Miss Kemah*	44.75
	Henry Falk, Houston	
50	*Miss Fern Creek*	43.58
	Stout & Jones, Louisville	

CLASS—WEBB TROPHY. 15 MILES. 6 ROUNDS.

250	*S-M*	42.65
	J. E. Sellman, Houston	
200	*Dixie Baby*	50.26
	L. A. Layne, Houston	
200	*Miss Fern Creek*	44.00
	Stout & Jones	
70	*Miss Crude*	
	L. A. Layne, Houston	

"Hot water or cold — it works swell with either!"

Keep that Schoolboy Complexion

The years roll off with your whiskers when you shave with Barbasol.

It's a gladsome fact, men! You, yourself, will be surprised to see how fresh and smooth and young you look when you've shaved with Barbasol. It's a tube of Perpetual Youth.

Because Barbasol leaves the natural oils right in the skin. Takes nothing away but the whiskers. Does it so easily, swiftly, gently. Just like this:

1. **Wash the face** (but leave it wet)
2. **Spread on Barbasol** (but don't rub in)
3. **Shave!**

No brush. No rub-in. No after-sting or smart. All cool and grateful is the skin, protected now from sunburn, windburn, chap. And no more ingrowing hairs to trouble you. Isn't that enough to make you want Barbasol?

"*Mister, you're next!*" Try Barbasol three times, according to directions.

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I enclose 10c. Please send trial tube and I'll give it a fair trial.

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